

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVII. No. 4.

CHICAGO, ILL., AUGUST 25, 1906.

PRICE \$1.50 PER YEAR.
TEN CENTS PER COPY.

James Crichton F. D. Austin
Crichton & Co.
COMMISSION MERCHANTS
Royal Insurance Bldg., Chicago
Personal attention to shipments
Orders for futures solicited

BABCOCK & HOPKINS
Shippers of
Corn Rye
Oats White and Mixed
Clipped and Natural
Rensselaer, Ind.


R. S. McCAGUE
Buyer and Receiver of
Corn Hay
Oats 202-204 Grain
Exchange Building
If you wish our card
bids write for them. **PITTSBURG, PA.**

L. W. Bodman SIDNEY MITCHEL
Milmine-Bodman Grain Co.
Successor to
MILMINE, BODMAN & CO.
Grain, Stocks, Provisions
5 & 7 Board of Trade Chicago

ESTABLISHED 1876
P. B. & C. C. MILES
GRAIN COMMISSION
BOARD OF TRADE PEORIA, ILL.

Tyng, Hall & Co.
GRAIN
COMMISSION
Correspondence Solicited Peoria, Ill.

"Grain Speculation
Not a Fine Art" **A Book**
Send postal requesting same to
E. W. WAGNER
99 Board of Trade CHICAGO

KEEP AN  ON OUR
Card Bids and Quotations
PITT BROS. CO.
GRAIN
COMMISSION MERCHANTS
BALTIMORE

Liberal Advances on Consignments
WE HANDLE
Corn  **Rye**
J. A. Manger & Co.
BALTIMORE, MD.

ESTABLISHED 1880 JAMES E. BENNETT
Thos. Bennett & Co.
Grain Commission
CONSIGNMENTS AND FUTURE
ORDERS SOLICITED
68 Board of Trade, CHICAGO

E. Gerstenberg A. Gerstenberg
GERSTENBERG & CO.
COMMISSION MERCHANTS
CHICAGO
SEEDS
WHEAT, OATS, CORN
BARLEY
A SPECIALTY

DUDLEY M. IRWIN
BARLEY
69-70-71 Board of Trade **BUFFALO, N. Y.**



Seamless Steel Elevator
Buckets, Elevator
Boots, Rope Trans-
mission Machinery,
Sprocket Wheels,
Link Belting, Shaft-
ing, Belting, Hangers,
Pulleys, Gears, Car-
pullers, Wood Split
Pulleys, Complete
Equipment for Hand-
ling Materials of All
Kinds.

THE HELICOID is a distinct improvement over old style sectional-flight
conveyors in durability, saving of power in operation, and regularity with
which the material is carried forward. The only perfect spiral conveyor; con-
tinuous flight—no laps or rivets.

H. W. Caldwell & Son Co., Western Ave., **Chicago**
17th-18th St.

New York City, 95 Liberty St.

Woodward, Wight & Co., Ltd., New Orleans.

DIRECTORY OF GRAIN

RECEIVERS, SHIPPERS, BROKERS, TRACK BUYERS.

*Member Grain Dealers National Association.

ATLANTA, GA.

Brooke, George W., grain receiver, shipper.*

AUGUSTA, GA.

Cranston & Co., brokers grain and hay.

BALTIMORE, MD.

Botts & Co., Thos. H., grain, seeds, hay.*
 England & Co., Chas., grain, hay.*
 Fahey & Kiley, grain, hay, seeds.*
 Frame, Kulight & Co., grain, hay, seeds.*
 Frisch & Co., J. M., grain, hay, seeds.*
 Hammond, Snyder & Co., receivers, exporters.*
 Hax & Co., G. A., grain, hay, seeds.*
 Hopps, William, grain & Hay Co., grain.*
 Johnston Co., Thos., grain receivers.
 Kirwan Bros. Grain Co., grain and hay.*
 Manger & Co., J. A., grain, seeds, hay.*
 Mueller Co., Louis, receivers and exporters.*
 Pitt Bros. Co., receivers, shippers.*
 Richards & Hammond, grain receivers.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.*

BERNE, IND.

Berne Grain & Hay Co., grain and hay shippers.

BINGHAMTON, N. Y.

Empire Grain & Elev. Co., grain and feed shippers.

BOSTON, MASS.

Ronald, Thomas, grain and millfeed.*

BUFFALO, N. Y.

Alder & Stofer, grain commission.
 Anderson & Co., H. G., grain, mill feeds.
 Buffalo Cereal Co., grain.*
 Burns Bros., grain commission.*
 Electric Elevator & Milling Co., gr., millf., hay.*
 Gallagher, Wm. B., salvage grain.
 Irwin, Dudley H., grain.*
 Jones Co., The Alfred, grain and feed.
 Pratt & Co., grain commission.*
 Rubins Bros., grain receivers and shippers.*
 Waters, Henry D., grain commission.
 Yantis, S. W., grain and feed.

CAIRO, ILL.

Hallday Milling Co., H. L., grain.*
 Hastings Co., Samuel, grain.
 Redman, Magee & Co., grain.*

CARROLL, IA.

Whitney, J. R., grain broker, track buyer.*

CHICAGO, ILL.

Anderson & Co., W. P., grain commission.*
 Armour Grain Co., grain buyers.*
 Bartlett, Frazier & Carrington, grain.*
 Bennett & Co., The, grain receivers, shippers.*
 O'righton & Co., grain commission.*
 Dickinson Co., The, Albert, seeds.
 Dickinson & Co., John, grain commission.
 Dole & Co., J. H., grain and seeds.
 Finney, Sam., commission.*
 Fraser Co., W. A., grain commission.*
 Freeman Bros. & Co., grain, hay, straw.
 Gerstenberg & Co., grain, seeds.*
 Heeman, Edward, G., grain commission.
 Hunter, W. W. & O. L., grain and feed.*
 Johnson & Co., W. F., grain, seeds.
 Lake & Co., W. H., commission receivers.
 Latus & Dickman, grain commission.
 Merritt & Co., W. H., grain, seeds.*
 Milmine-Bodman Grain Co., grain commission.
 Mueller & Young Grain Co., receivers, shippers.*
 Mumford Co., W. R., commission.
 Paynter, H. M., grain commission.*
 Peavey Grain Co., receivers, shippers.*
 Perrine & Co., W. H., grain and commission.
 ReQua Brothers, consignments solicited.
 Rogers & Bro., H. W., grain and seeds.*
 Rosenbaum Bros., receivers, shippers.*
 Rumsey & Company, grain commission.*
 Sawers, A. R., grain commission.*
 Schiffin & Co., P. H., commission.*
 Shaffer & Co., J. C., buyers and shippers.*
 Somers, Jones & Co., grain receivers.
 Wagner, E. W., receiver and shipper.*
 Ware & Leland, grain, seeds.*
 Winans, F. E., grain and seeds.
 Wright, Rogers & Co., commission merchants.
 Young & Nichols, grain commission.

CINCINNATI, O.

Brown & Co., Henry W., grain and hay.*
 Ellis & Fleming, grain and hay.*
 Interstate Grain Co., receivers and shippers.*
 London & Co., receivers and shippers.*
 Metzger & Co., J. V., grain, hay, receivers, shippers.
 Southern Grain Co., grain merchants.
 The Early & Daniel Co., grain and hay.*
 The Gale Bros. Co., grain, hay, millfeed.*
 Union Grain & Hay Co., grain, hay.*

CLEVELAND, O.

Bennett, Walter A., grain, hay, mill feed.
 Union Elevator Co., grain, hay, straw.*

COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

COLUMBUS, O.

Baum & Robinson, buyers and shippers.
 Cummins & Cratty, grain and hay.
 McCord & Kelley, track buyers.
 Seeds Grain Co., grain and hay.*

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DAYTON, OHIO.

Shaeffer, Geo. S., buyer, shipper.*

DECATUR, ILL.

Baldwin & Co., H. L., grain dealers.*

DENVER, COLO.

The Ady & Crowe Mercantile Co., grain, hay.*

DULUTH, MINN.

Rich, J. S., dir. in grain, flour, millstuffs.

DETROIT, MICH.

Caughy & Carran, grain and seed dealers.
 Dumont, Roberts & Co., grain dealers.

EVANSVILLE, IND.

Small & Co., W. H., grain, seeds.*

FAIRBURY, ILL.

Keller, Emil, track buyer.

FORT WORTH, TEXAS.

Kolp, E. R. & D. C., millers, grain, seed dealers.

FREMONT, NEB.

Nye-Schneider-Fowler Co., grain dealers.

GREENVILLE, OHIO

Grubbs Grain Co., E. A., track buyers.*

INDIANAPOLIS.

Bassett Grain Co., The, grain and commission.
 Cooper & Oddy, grain and hay commission.
 Finch & McComb, grain commission.*
 Riley & Co., W. J., grain and feed.

KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.*
 Beach-Keefer Grain Co., grain receivers.
 Bower Grain Co., Inc., grain and seeds.
 Ernst-Davis Grain Co., commission.
 Goffe & Carkner, grain commission.
 Hinds & Lint Grain Co., receivers, shippers.*
 Kimball-Fowler Cereal Co., corn millers.
 Marshall & Michel Grain Co., grain, feed.
 Missouri Grain Co., grain merchants.
 Moore-Lawless Grain Co., grain receivers.
 Snodgrass, Steele & Co., grain and seeds.
 Strong Grain Co., H. L., commission merchants.*
 Thresher & Fuller, grain commission.
 Vandersalce-Lynds Co., grain commission.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LE MARS, IOWA.

Gehlen, J. J., grain and hay shipper.

LOUISVILLE, KY.

Bingham-Hewett Grain Co., receivers & shippers grain.
 Verhooff & Co., H., receivers and shippers grain.*
 Zorn & Co., S., receivers and shippers of grain.

MEMPHIS, TENN.

Brown & Co., W. P., grain and hay dealers.*
 Davis & Andrews, grain dealers.*
 Edgar Grain Co., J. B., receivers and shippers.*
 Jones & Co., T. B., grain dealers.*
 Kolp, E. R. & D. C., millers, grain, seed dealers.
 Stephenson Grain Co., grain and hay dealers.
 Williams & Co., J. M., grain, hay, flour.
 Williams & Fitz-Hugh Co., grain dealers.*

MIDDLETOWN, N. Y.

Cordner, R. R., grain and feed.

MILWAUKEE, WIS.

Bartlett & Son Co., L., grain commission.*
 Krause Grain Co., Chas. A., grain dealers.*
 Lauer & Co., J. V., barley a specialty.*
 Lowry & Co., J. H., grain commission.*
 Milwaukee Elevator Co., barley.*

MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.
 Marfield-Griffiths Co., grain commission.*
 Welch & Co., E. L., grain commission.
 Van Dusen-Harrington Co., commission.*

MONTGOMERY, ALA.

United Selling Co. (form. W. A. Davis & Co.), brokers.*

NEWARK, N. J.

Champlin & Co., F. A., grain, hay, feed.

NASHVILLE, TENN.

Douglas & Co., Byrd, buyers of grain, hay.
 Hughes Warehouse & Elevator Co., hay, gr., recvrs.
 Kerr, S. S., receiver and shipper.
 Miller & Co., grain commission.

NEW ORLEANS, LA.

Benedict Commission Co., Ltd., hay commission.
 Stelhardt & Co., receivers and exporters.*

NEW YORK CITY.

Forbell & Tilson, grain commission.*
 Jones & Morey Co., grain brokers.*
 Morris & Co., Chas. B., grain, feed, hay.
 Reinhardt & Co., Geo. N., grain and hay.
 The Larrowe Milling Co., oats, wheat, corn.*

OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., millers, grain, seed dealers.

OMAHA, NEB.

Exchange Grain Co., grain dealers and commission.
 Hamilton Co., The J. H., grain commission.
 Heald Grain Co., receivers and shippers.
 Nebraska-Iowa Grain Co., grain dealers.
 Thompson Grain Co., grain dealers.
 Trans-Mississippi Grain Co., grain dealers.

PEORIA, ILL.

Feltman, C. H., grain commission.
 Miles, P. B. & C. C., grain commission.*
 Tyng, Hall & Co., grain commission.*
 Van Tassel Grain Co., receivers, shippers.*

PHILADELPHIA, PA.

Buckley & Co., J. M., grain and hay receivers.*
 Clemmer A. B., grain and feed broker.
 Delp & Co., Edmund E., grain receivers.
 Graft & Son, L. G., grain, export and domestic.
 Miller & Sons, L. F., grain, seeds, hay.
 Richardson Bros., grain, flour, mill feeds.
 Pultz & Co., J. D., grain and feed.
 Rogers & Co., E. L., grain, hay.*
 Woolman & Co., S. C., receivers and shippers.*

PITTSBURGH, PA.

Elwood & Co., R. D., grain and feed.
 Foster, C. A., grain, hay, feed.*
 Geldel & Dickson, grain, hay, feed.
 Graham & Son, Jas., grain, hay, mill feed.
 Kell & Son, P., grain, hay, feed.
 McCaffrey's Sons Co., Daniel, grain, hay.*
 McCague, R. S., grain, hay.*
 Morgan, H. G. & Co., earcorn, hay, oats.
 Stewart, D. G. & Geldel, grain, hay, straw.*

PORTLAND

Merrill, Edward P., grain broker.

RENSSELAER, IND.

Babeock & Hopkins, grain shippers.

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.*
 Fairbank & Co., S. G., grain, hay, seeds.
 King, Geo. T., broker and commission.*

ST. JOSEPH, MO.

Gordon, T. P., grain commission.*

ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.*
 Connor Bros. & Co., grain commission.*
 Goffe & Carkner Co., grain commission.
 Langenberg Bros. & Co., grain, hay.*
 McClellan & Co., Baton, grain commission.*
 Nason Commission Co., grain commission.*
 Sherry-Bacon Grain Co., grain commission.*
 Waggoner Grain Co., receivers, shippers.

SPRINGFIELD, ILL.

Brainerd & Wiggins, grain dealers.

TOLEDO, O.

Cuen, J. J., grain and seed receivers.*
 DeVore & Co., H. W., grain seeds.
 Gosmann Grain Co., grain buyers.*
 King & Co., C. A., grain, clover seed.*
 McCabe & Co., G. B., grain and seeds.
 Morehouse & Co., W. H., grain and seeds.
 National Milling Co., cash buyers wheat.*
 Reynolds Bros., grain and seeds.*
 Rundell & Co., W. A., grain, seeds.*
 Southworth & Co., grain and seeds.*
 The Toledo Field Seed Co., clover, timothy.
 The Toledo Salvage Co., salvage grain.
 Wickenhiser & Co., John, clover, mill feed.
 Zahm & Co., J. F., grain, seeds.*

WICHITA, KANS.

Clark Grain Co., A. R., grain, grain products.
 Kolp, E. R. & D. C., millers, grain, seed dealers.

WINNIPEG, CAN.

McBenn & Co., Bruce, grain commission.

TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877

W. A. RUNDELL & CO.

GRAIN AND SEED MERCHANTS
We buy, delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures".

TOLEDO, OHIO

National Milling Co.

TOLEDO, OHIO

DAILY FLOUR CAPACITY 4,000 BBLs.
ELEVATOR CAPACITY 1,500,000 BU.

Always in the market for milling wheat; ask for our daily bids.

C. A. KING & CO.

The Golden Rule grain and seed firm of Toledo. They give good service on futures in every market. They secure top prices on Toledo consignments of seeds and grain. Be friendly. Write occasionally.

S. C. Reynolds C. L. Reynolds F. J. Reynolds

REYNOLDS BROS.

GRAIN AND SEEDS

24, 25 and 26 Produce Exchange
TOLEDO, O.

Offer us your Grain and seeds: consign it, or ask for bids.

Send your orders on futures, grain and seeds, in any market to

Southworth & Co.

We can execute them to your satisfaction.

THE J. J. COON GRAIN CO.,

GRAIN
SEEDS AND FEED

61 PRODUCE EXCHANGE, TOLEDO, OHIO

Consignments solicited. Ask for Our Daily Bids.

The Toledo Field Seed Co.

CLOVER AND TIMOTHY SEED

Consignments Solicited
Send Us Your Samples

ASK FOR OUR DAILY BIDS

TOLEDO, O.

The Toledo Salvage Co.

Buyers of

OFF GRADES and
SALVAGE GRAIN

Toledo, - - Ohio

Gold Bricks of Speculation

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unsuspecting public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

GRAIN DEALERS JOURNAL

255 LaSalle St.,

Chicago, Ill.

HARRY CUDDEBACK

with

JOHN WICKENHISER & CO.

Buyers and Shippers of Grain.

We buy F. O. B. your station for interior shipment. - Consignments solicited.
Toledo, O.

Established 1887

H. W. DEVORE & CO.

COMMISSION

Grain, Seeds, Etc.—Spot and Future Delivery

Buyers and Shippers
Corn, Oats, Hay, Straw
and Mill Feed

TOLEDO, O.

THE PADDOCK-HODGE COMPANY, GRAIN AND SEEDS.

TOLEDO, - OHIO.

Our bids, your track, will reach you daily no matter where you are located.

WRITE, WIRE OR PHONE US.

Liberal Advances on Sales or Consignments.

ZAHM

Established 1879.

J. F.

ZAHM & CO.

J. F. ZAHM P. MAYER

P. W. JASPER

GRAIN AND SEEDS

CASH AND FUTURES.

TOLEDO, - - OHIO.

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS.

S. C. WOOLMAN & CO.

Receivers and Shippers

Grain, Hay, Mill Feed

Send for our Market Letter

PHILADELPHIA, :: PA.

SELL OR CONSIGN YOUR

CORN-OATS-HAY

EDMUND E. DELP & CO.

474 BOURSE PHILADELPHIA, PA.

We Distribute to Interior Trade Throughout the East—GIVING ADVANTAGE OF ALL MARKETS

Established 1863

E. L. ROGERS & Co.

COMMISSION MERCHANTS

Grain, Feed, Hay, Straw

Bourse Bldg., PHILADELPHIA, PA.

L. F. MILLER & SONS

Receivers and Shippers of

Grain, Feed, Seeds, Hay, Etc.

CONSIGNMENTS SOLICITED

Office 2931 N. Broad St. PHILADELPHIA, PA.

Elevator and Warehouse, Germantown Jct. P. R. R.

Car Load Tables

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.), six tables, 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.

BALTIMORE CHAMBER OF COMMERCE MEMBERS.

The William Hopps GRAIN
Grain and Hay Co. HAY
Buyers, Receivers & Shippers AND
Advances made on consignments. FEED
Hay and Ear Corn Wanted. STUFFS
524-26 East Monument Street
Baltimore :: Maryland

Established 1882.
G. A. HAX & CO.
COMMISSION
Grain, Hay and Seeds
445 North Street, Baltimore, Md.

CHAS. ENGLAND & CO.
Commission Merchants
GRAIN - HAY - SEEDS
308-310 Chamber of Commerce, BALTIMORE

THOS. H. BOTTS & CO.
Commission Merchants
GRAIN SEEDS FLOUR
Liberal Advances Made on Consignments
309 Chamber of Commerce
BALTIMORE, MD.

J. M. FRISCH & CO.
Formerly of and Successors to W. G. Bishop & Co.
COMMISSION MERCHANTS
Grain, Hay and Seeds
316 North St. BALTIMORE, MD.
References—Dun, Bradstreet and First
National Bank, Baltimore.

E. F. Richards Harry M. Hammond
RICHARDS & HAMMOND
GRAIN
Special Attention Given to Consignments
211 Chamber of Commerce, BALTIMORE, MD.

Thos. Johnston Company
GRAIN
Receivers and Shippers.
Consignments Solicited.
204 Marine Bank Bldg., BALTIMORE, MD.

Louis Müller, Pres. John M. Dennis, V-Pres.
Ferdinand A. Meyer, Treasurer
LOUIS MÜLLER CO.
Grain Receivers and Exporters
Correspondence and Consignments
Respectfully Solicited
BALTIMORE, MARYLAND

FAHEY & RYLEY
Grain Receivers and Exporters
We are in the market every day
Correspondence Solicited
BALTIMORE, :: :: MD.

CINCINNATI CHAMBER OF COMMERCE MEMBERS.

The Gale Bros. Co.
CINCINNATI, O.
WANT YOUR BUSINESS
GRAIN - HAY

J. V. Metzger & Co.
Receivers and Shippers
GRAIN and HAY
Cincinnati, Ohio

ROBINSON'S
CIPHER CODE (Revised)
Bound in leather, gilt edges.....\$2.00
Bound in cloth..... 1.50
Your name in gilt letters on front cover
25 cents extra.
GRAIN DEALERS COMPANY
255 La Salle Street Chicago

THE UNION
GRAIN & HAY CO.
CAPITAL \$400,000.00
CINCINNATI, OHIO
Will look out for your
interests.
GIVE US A TRIAL
GRAIN :: HAY

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS.

Wheat, Barley, Flax, Oats
For prices and
samples, write
The Van Dusen-Harrington Co.
Minneapolis Duluth Kansas City

Milwaukee Chicago
E. A. BROWN & CO.
GRAIN COMMISSION
Minneapolis, Minn.
Consignments Solicited. Prompt Returns
Guaranteed.

Marfield-Griffiths Co.
GRAIN COMMISSION
Offices: ———
MINNEAPOLIS, CHICAGO,
DULUTH, MILWAUKEE.
Correspondence Solicited.

E. L. WELCH & CO.
Minneapolis, Minn.
GRAIN.
Consignments and Correspondence Solicited.
Liberal Advances. Prompt Returns.

If You Want

regular country shippers to
become familiar with your firm
name, place your "ad" here.

ESTABLISHED 1882.
GEO. C. HARPER CO.
COMMISSION MERCHANTS
81 Chamber of Commerce, Minneapolis.
Duluth, Milwaukee.
We sell by sample. Liberal advances on Bills Lading.
Reference Security Bank
of Minneapolis.
All Drafts and Correspondence to Minneapolis.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS.

Established 1864
I. H. LOWRY & CO.
Grain Commission Merchants
64 Mitchell Building
BRANCH HOUSES: MILWAUKEE, WIS.
62 Wheeler Bldg., Chicago, Ill.
821-22-23 Chamber of Commerce, Minneapolis.

SHIPPERS

in the Northwest read this
page; your "ad" will be
read too if you place it here

Chicago Reference: Minneapolis
Marine National Bank, Milwaukee, Wis.
J. V. LAUER & CO.
GRAIN COMMISSION MERCHANTS
CHAMBER OF COMMERCE
Barley a Specialty MILWAUKEE, WIS.

BUFFALO CORN EXCHANGE MEMBERS.

W. W. Alder

T. J. Stofer

ALDER & STOFER Commission Merchants

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.

83 Chamber of Commerce

BUFFALO

NEW YORK

HENRY D. WATERS
GRAIN COMMISSION MERCHANT
CONSIGNMENTS SOLICITED
54 Board of Trade, BUFFALO, N. Y.

1884

1906

S. W. YANTIS
Grain & Commission
Correspondence Solicited
BUFFALO, N. Y.

Salvage Grain Wanted

I buy damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
72 Pearl St. BUFFALO, N. Y.

BURNS BROTHERS
BUFFALO
GRAIN
CHAMBER OF COMMERCE,
BUFFALO, N.Y.

PRATT & CO.
Grain Commission Merchants
Correspondence Solicited.
76 and 77 Board of Trade
BUFFALO, N. Y.

WANTED—White Milling Corn, Yellow Corn, Mill Feed, Chicken Feed Wheat, Feed Barley, Kaffir Corn, Oyster Shells in car loads.
BUFFALO CEREAL CO.
BUFFALO, N. Y.

The Electric Elevator and Milling Co., Buffalo

BUFFALO OFFICE
26 Chamber of Commerce

ELEVATOR CAPACITY
2,000,000 bu.
Rail and Lake.

N. Y. OFFICE
104 Produce Exchange

Receivers and Shippers of Grain, Mill Feeds, Hay

We offer you the advantage of both the Buffalo and New York Markets. Correspondence and consignments solicited.

THIS SPACE
FOR SALE.

PITTSBURG GRAIN AND FLOUR EXCHANGE MEMBERS.

HAY GRAIN
In one spot 40 years
The Best Market in the World
We know the Best Buyers.
Liberal advances on consignments. Write us.
Daniel McCaffrey's Sons Co.
Pittsburgh, Pa.
References: Duquesne National Bank, Washington National Bank

P. Keil & Son
GRAIN - HAY - FEED
201 Grain Exchange, - PITTSBURG, PA.

H. G. MORGAN
The Pittsburgh Hay Man
Ear Corn, Hay and Oats
Grain Exchange Building
PITTSBURG, PA.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

JAMES GRAHAM Established 1866. S. C. GRAHAM
JAMES GRAHAM & SON
Capital, \$400,000.00
GRAIN, HAY AND MILL FEED
REFERENCES—First National Bank, Mellon National Bank, Bradstreet's and Dun's Mercantile Agencies.
807 Westinghouse Building, Pittsburgh, Pa.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

NEW YORK PRODUCE EXCHANGE MEMBERS.

The Larrowe Milling Co. Grain Merchants

227 Produce Exchange, New York.

Chas. B. Morris Established 1870 Chas. J. Leward
CHAS. B. MORRIS & CO.
GRAIN, FEED, HAY AND STRAW
FOOT 131ST STREET, HUDSON RIVER, N. Y.
Storage capacity, 125 cars. Liberal advances made on all consignments. Members N. Y. Produce Ex. and National Hay Association.

Forbell & Tilson
COMMISSION MERCHANTS
GRAIN, MILL FEEDS, HAY. OATS A SPECIALTY.
—CONSIGNMENTS SOLICITED—
342 Produce Exchange, NEW YORK CITY.

MEMPHIS MERCHANT'S EXCHANGE MEMBERS.

WHOLESALE GRAIN DEALERS
Always in the market
W. P. BROWN & CO.
Successors to John K. Speed & Co.
MEMPHIS, TENNESSEE

When you have either **CORN, OATS OR HAY TO SELL** write or wire us your lowest prices F. O. B. your track, or delivered Memphis. When you prefer to consign let us have your shipments with the assurance that they will be handled to the best possible advantage. We will make liberal advances on consignments. References: Bankers Trust Company, Memphis, Tenn., and H. N. Schuyler & Son, Pana, Ill.
STEPHENSON GRAIN CO., Memphis, Tenn.

CHICAGO BOARD OF TRADE MEMBERS.

ReQua Brothers

Nearly everybody reads our Market Letter. Write for same.

Consignments and future orders solicited

FRANK E. GULICK, Manager Receiving Dept.
86 Board of Trade, CHICAGO

MINNEAPOLIS

MILWAUKEE

W.A. FRASER Co.

Consignments and Future Delivery Orders Solicited.
714-715 Royal Ins. Bldg. CHICAGO

FREEMAN BROS. & Co.

COMMISSION
MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO
Orders for the purchase and sale of grain for future delivery executed

BARTLETT,
FRAZIER & CARRINGTON

GRAIN

RECEIVERS AND SHIPPERS

WESTERN UNION BUILDING, CHICAGO, ILL.

PHILIP H. SCHIFFLIN HENRY HEMMELGARN
President Vice-President
EUGENE SCHIFFLIN, Sec'y & Treas.

Philip H. Schifflin & Co.

Incorporated

SUCCESSORS TO
H. HEMMELGARN & CO.

Commission Merchants
Grain, Seeds and Provisions

Consignments and orders in futures respectfully solicited.

515-518 Postal Telegraph Bldg.
Telephone Harrison 833 Chicago, Ill.

**GRAIN TABLES
FOR CAR LOADS**

Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:
OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.
WHEAT (60 lbs.) eight tables, 20,000 to 108,000 lbs.
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

Bound in cloth - - - \$1.50
Bound in leather and indexed, \$2.00

GRAIN DEALERS JOURNAL
255 LaSalle St. - - Chicago, Ill.

W. H. LAKE & CO.**Commission Merchants**

We Solicit Your Consignments and Orders in Futures.

50 BOARD OF TRADE, CHICAGO

515 Chamber of Commerce, St. Louis.

MEMBERS

Chicago Stock Exchange. Chicago Board of Trade.
New York Produce Exchange.
St. Louis Merchants Exchange.
Milwaukee Chamber of Commerce.
Minneapolis Chamber of Commerce.

Consignments Solicited

Members:
Chicago Board of Trade.
New York Cons. Stock Exchange.

JOHN

DICKINSON & CO.
171 LaSalle Street
CHICAGO

Private wires
East.

Special attention
given to correspondence on future deliveries.

W. H. PERRINE & CO.

COMMISSION
MERCHANTS

Consignments a Specialty
39 Board of Trade, Chicago, Ill.

A. L. SOMERS

CHAS. A. JONES

Somers, Jones & Co.

COMMISSION
MERCHANTS

Grain and Field Seeds

Consignments and orders for future deliveries respectfully solicited. Good work and the best of treatment guaranteed

No. 82 Board of Trade CHICAGO

YOUNG & NICHOLS

GRAIN

Commission Merchants

Consignments and orders for futures solicited.

169 Jackson Boul.
CHICAGO

GEO. S. DOLE, Pres. H. N. SAGER, Sec.

J. H. DOLE & CO.

(ESTABLISHED 1852)

COMMISSION MERCHANTS

GRAIN AND SEEDS

We solicit your

CONSIGNMENTS
and orders in futures.

226 La Salle St., CHICAGO

Consignments and correspondence solicited. Orders in futures promptly executed.

GRAIN TRY ME SEEDS
All business transacted through and confirmed by Milmine-Bodman Co.
H. M. Paynter, 5 and 7 Board of Trade, Chicago

J. C. SHAFFER & CO.

GRAIN MERCHANTS

Buyers and Shippers of Grain

240 La Salle St., CHICAGO

Lucius & Dyckman

GRAIN COMMISSION

725 Postal Telegraph Bldg.
Phone Harrison 5320 CHICAGO, ILL.

W. H. MERRITT & CO.

Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, CHICAGO, ILL.

Member Chicago Board of Trade

WRITE FOR MY

"Grain Trade Talks"

Edward G. Heeman.
159 LaSalle St., CHICAGO

Rotunda National Life Building,
All business transacted through and confirmed by
Chas. W. Gillett.

My "GRAIN TRADE TALKS" are published in full in the Chicago Evening Post and Chicago Journal.
Will send either paper free to customers.

CHICAGO BOARD OF TRADE MEMBERS.

Rumsey & Company,
Successors to Rumsey Lightner & Co
COMMISSION MERCHANTS
Grain, Provisions and Seeds
Cash and Future Deliveries.
97 Board of Trade
CHICAGO.

Rosenbaum Brothers
COMMISSION MERCHANTS
77 Board of Trade
CHICAGO
Consignments our Specialty
Orders for Future Delivery Carefully Executed
We Solicit Your Correspondence

Wright, Bogert & Co.
Commission Merchants
Correspondence and Consignments Solicited.
Orders for future delivery carefully executed.
SCREENINGS AND MILL STUFF
306-308 Postal Telegraph Bldg.
CHICAGO

No order too large for me to execute
GRAIN CONSIGNMENTS A SPECIALTY
Sam Finney
58 Board of Trade
CHICAGO
or too small to be appreciated

SEEDS
TIMOTHY FLAX CLOVER A SPECIALTY BARLEY OATS CORN
F. E. WINANS
Grain Commission Merchant
6 Sherman St., Chicago

ARMOUR GRAIN COMPANY
GRAIN DEALERS
Consignments solicited. This department is fully equipped in every way to give the very best service in Chicago.
205 La Salle Street, - **CHICAGO**

ARTHUR R. SAWERS
Phone Harrison 1504
510 POSTAL TEL. BLDG.
CHICAGO ILL.
GRAIN MERCHANT

Clark's Decimal Grain Values.
Saves Time, Money and Prevents Errors.
It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.
The values are shown directly from the pounds without reducing to bushels.
Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.
Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.
The complete book comprises four sets of tables as follows:
No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds Bound in manila. Price, \$2.00.
No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.
No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.
No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.
These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.
No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.
No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.
For any of the above, address
Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

W. P. ANDERSON & COMPANY
COMMISSION MERCHANTS
GRAIN AND PROVISIONS
Consignments Solicited
Ground Floor, 12 Sherman Street, **CHICAGO, ILL.**

THE ALBERT DICKINSON CO.
SEEDS
Clovers Timothy Flaxseed Bromus inermis Dwarf Essex Rape Seed
Main Office, **CHICAGO, ILL.**
Blue Grass Orchard Grass Millets, Hungarias Redtop, Seed Corn Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

RECEIVERS
who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL. . .

Robinson's Telegraphic Cipher Code (Revised)
Is more extensively used by Grain and Provision Dealers and Millers
than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.
GRAIN DEALERS COMPANY
255 La Salle St. **CHICAGO, ILL.**

WRITE FOR OUR DAILY MARKET LETTER
J. H. WARE
E. F. LELAND
C. W. LEE
F. J. FAHEY
CONSIGN
Your Grain and Seeds and send your orders to
WARE & LELAND
400-410 Postal Telegraph Bldg.
CHICAGO
For Grain, Provisions, Stocks and Cotton.
YOUR INTERESTS ARE OUR INTERESTS

KANSAS CITY BOARD OF TRADE MEMBERS.

GEO. A. ADAMS GRAIN COMPANY

Good Milling Wheat Our Specialty

Orders Executed in Fu-
tures on All Exchanges

Board of Trade

KANSAS CITY, MISSOURI

Kay H. Beach. Robinson's Cipher. M.L. Keever

**BEACH-KEEVER
GRAIN CO.**Try us with consignments of grain.
We also handle options.

344 Board of Trade, Kansas City, Mo.

H. Vanderslice

John H. Lynds

Vanderslice-Lynds Co.

Grain Commission Merchants

Correspondence and consignments solicited
Board of Trade KANSAS CITY, MO.**Kimball-Fowler Cereal Co.**CORN AND RYE MILLERS
BREWERS' GOODS AND FEED

615 Board of Trade, Kansas City, Mo.

Your Grain.Ship it to us and thus realize
top prices and prompt returns.
We are equipped to fill orders
for futures, promptly, too, in
either Chicago, Kansas City
or St. Louis markets.**ERNST-DAVIS GRAIN CO.**

KANSAS CITY, MO.

Members Kansas City Board of Trade,
Chicago Board of Trade and St. Louis Mer-
chants Exchange.**The H. L. Strong Grain Co.**

Established 1880

COMMISSION MERCHANTSSpecial attention given to
Consignments of Grain
and trades in futures in the
Kansas City MarketsMAIN OFFICE: BOARD OF TRADE
KANSAS CITY, MO.**CONSIGNMENTS and
FUTURE ORDERS**solicited. Our salesmen are men of experience
and good judges of grain, hence any business en-
trusted to us will have the best of care.

Snodgrass, Steele & Co., Kansas City

GOFFE & CARKENER

Kansas City, Mo.

Consignments, Mill
Orders, Futures**Moore-Lawless Grain Co.**

Kansas City, Mo.

SPECIAL ATTENTION GIVEN
Consignments, Futures,
Mill Orders for Virgin Wheat.

PEORIA BOARD OF TRADE MEMBERS.

VAN TASSELL GRAIN CO.GRAIN
MERCHANTS

PEORIA, - - - - - ILL.

DriveYour business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profit-
able ride.**J. S. BOCOCK**GRAIN
COMMISSION

Room 30 Board of Trade, Peoria, Ill.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS.

SHERRY-BACON GRAIN CO.

Receivers & Shippers of Grain.

212 Merchants' Exchange

ST. LOUIS, - - - - - MO.

W. C. Goffe, G. S. Carkener, G. C. Martin, Jr.

GOFFE & CARKENER CO.

Grain Consignments Solicited

514 Chamber of Commerce, ST. LOUIS

Daniel P. Byrne & Co.

General Commission Merchants

Successors to Redmond Cleary Com. Co.
Established 1854. Incorporated 1857.Grain, Hay, Millfeed and Seeds
Chamber of Commerce, ST. LOUIS, MO.**Nanson Commission Co.**

Grain, Hay and Seeds

202 Chamber of Commerce,

St. Louis, Mo.

CLARK'S CAR REGISTERis designed especially to facilitate
finding of record of any car.
A time and labor saver. Invalu-
able to receivers.

Grain Dealers Co., Chicago, Ill.

EATON, McCLELLAN & CO.

Receivers and Shippers of

GRAIN

19 North Main Street

ST. LOUIS, MO.

CAIRO BOARD OF TRADE MEMBERS.

H. L. Halliday Milling Co.WHEAT, CORN AND OATS,
CAIRO, ILL.

Elevator Capacity 500,000 Bushels.

**SAMUEL HASTINGS CO.
GRAIN-HAY**

CAIRO, ILLINOIS

Redman, Magee & Co.

GRAIN

Delta Elevator, Cairo, Illinois

RECEIVERS, SHIPPERS AND BROKERS.

EVANSVILLE, IND.

W. H. SMALL & CO.

RECEIVERS AND SHIPPERS

GRAIN, SEEDS AND HAY

Office, 7 and 9 Upper 1st Street,

EVANSVILLE, IND.

Warehouses and Elevators:

Belt R. R., cor. Penna. and Bellevue Streets

BATTLE CREEK, MICH.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural
and Clipped Oats, Choice Rye.

Write for bids—your track.

Grain Elevators on Grand Trunk Railway
BATTLE CREEK, MICH.

LE MARS, IOWA.

Grain and Hay For Sale

I want Eastern and Southern trade
to write or wire for prices on Oats,
Corn, Barley and Timothy Hay.

J. J. GENLEN, Le Mars, Iowa

MIDDLETOWN, N. Y.

R. R. CORDNER

MIDDLETOWN, N. Y.

Sells on brokerage or commission, Grain, Feed, Hay,
Straw or Potatoes in car lots or will purchase same.

Refer to Merchants National Bank

CLEVELAND, O.

THE UNION ELEVATOR CO.

Buyers and Shippers of

Corn, Oats, Wheat, Hay & Straw

CLEVELAND, O.

We are in the market at all times for "off grades" of grain

FREMONT, NEB.

NYE SCHNEIDER FOWLER CO.

GRAIN DEALERS

Corn for Feeders. Milling wheat a specialty,
both winter and spring. Write for samples
and prices. Shipment via C. & N. W. R. R.

GENERAL OFFICES:

FREMONT, NEB.

WINNIPEG, CAN.



NASHVILLE, TENN.

Established 1876

MILLER & CO.

HAY, GRAIN & COMMISSION

Nashville, Tenn.

Consignments Solicited

COLUMBUS, O.

CUMMINS & CRATTY

Track Buyers and Shippers of

GRAIN AND HAY

Ask us for prices by mail or telegram
Correspondence Solicited

Elevator at
COOK, OHIO

COLUMBUS, OHIO

INDIANAPOLIS, IND.

The

Bassett Grain Co.

INDIANAPOLIS

Telephone 80. Rooms 33 & 35 Board of Trade

The Miami Grain Co.

Successors to H. E. Kinney

Buyers of Grain for seaboard and
interior markets. Also solicit
consignments for Indianapolis.

Correspondence Solicited.

Board of Trade Indianapolis, Ind.

CEDAR RAPIDS, IOWA.

J. H. FAULKNER FRED FAULKNER

J. H. FAULKNER & CO.

Grain Brokers Cedar Rapids, Iowa

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to
use in keeping record of each day's pur-
chases. Sending carbon copy to home office
and retaining original. It saves labor and
time and prevents errors in copying.

This book is 12x12, contains 225 pages and
has room to record 7,425 loads in duplicate.
Each page has duplicate printing for col-
umn heads of Gross, Tare and Net weights
and the page is perforated down the middle
from top to bottom, so that half of it folds
back on the inside half, bringing the dupli-
cate printing on half of the page over the
printing on the under half, so that when a
carbon paper is inserted between the leaves
formed by folding back the page, an exact
duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is fur-
nished with each book. It is placed be-
tween the pages and makes a good writing
surface. Three sheets of carbon paper are
furnished with each book.

The book is well bound in heavy board
covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

KENTLAND, IND.

SHIPPERS OF CORN AND OATS

McCray, Morrison & Co.

KENTLAND, IND.

GREENVILLE, OHIO.

E. A. GRUBBS GRAIN CO.
GREENVILLE, O.

Grain, Hay, Straw.

Correspondence wanted with Grain Dealers
who ship East Union Line Via Indianapolis,
Indiana.

PORTLAND, ME.

EDWARD P. MERRILL,

Grain Broker,

PORTLAND, ME.

WICHITA, KANS.

A. R. CLARK GRAIN CO.

Receivers and Shippers of

GRAIN

Consignments Solicited Ask us for our bids

WICHITA, KANSAS

CIFER CODES

We carry the following cifer codes in
stock and can make prompt delivery.

Robinson's Cifer Code, cloth	\$1.50
Hay and Grain Cifer Code	1.00
A. B. C. Code, 5th Edition	7.00
Baltimore Export Cable Code	8.00
Companion Cable Code	5.00
Riverside Code, 5th Edition	3.00
U. S. Cifer Code	3.00
Revised Economy Code	5.00
Stewarts International Code	.25

For any of the above, address

GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO, ILL.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

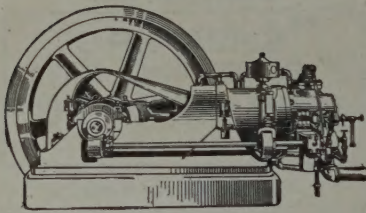
This scale book contains 100 pages 8x11 1/4
inches. Each page contains 5 scale tickets
and 5 stubs, giving the book a capacity of 500
loads of grain. Each scale ticket is ruled for
Number, Date, Load of, From, To, Gross,
Tare and Net pounds, Net bushels and
pounds, Dollars and Cents, Due to or order
and Weigher. While the stub is ruled for
Hauler, Load of, Number, From, To,
Weighed, Date, Gross, Tare and Net pounds,
Net... bushels... pounds, Price, Dollars and
Cents.

It is printed on manila paper bound in
heavy board covers and pages are perforated
so that tickets can be removed from book
quickly and without tearing them.

Book No. 51, Price 75 cents. Address

GRAIN DEALERS COMPANY
255 La Salle Street. - Chicago, Ill.

POWER FOR GRAIN ELEVATORS.



OLDS Engines

Olds Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1600 h. p.—producers 2 to 2000 h. p.) and save 50% to 75% of your fuel cost.

We know each complete plant (producer and engine) will run right before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are $\frac{1}{3}$ to 1-5 of steam, $\frac{1}{2}$ gasoline. Especially adapted for grain elevators.

$\frac{3}{4}$ inch shells where others use $\frac{1}{2}$ inch, every elbow cross or tee fitted with cleaning holes, double closing changing hopper, special shaking grates that remove clinker troubles.

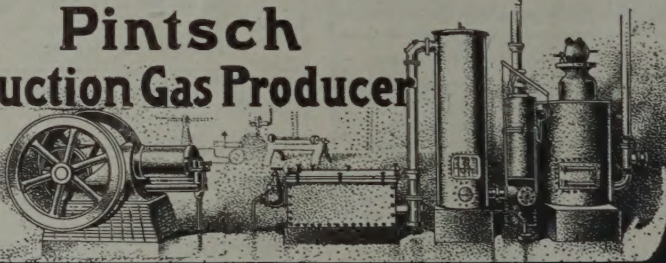
Write for detailed information.

OLDS GAS POWER CO.

Formerly Olds Gasoline Engine Works

956 Chestnut Street, LANSING, MICH.

Pintsch Suction Gas Producer



The I. H. C. GAS AND Gasoline Engine

Is the engine for the grain man because it gives him power that he can absolutely depend upon—the power is always there when he wants it, as long as he wants it, for every requirement.

An I. H. C. gasoline engine not only furnishes the most dependable power, but the most economical power as well.

Because the I. H. C. engine develops power from the most economical sources, gasoline, gas or denatured alcohol and never uses a charge more of fuel than is absolutely necessary to carry the load.

It takes less time and trouble to run an I. H. C. engine than any other because it is more simply constructed than others. There are no complicated parts to put the whole mechanism on a strike.

The I. H. C. engines are made in the following styles and sizes:

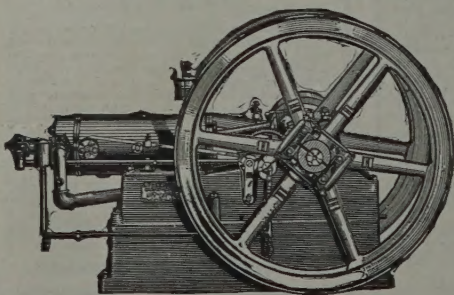
Horizontal Engines:

Stationary 4, 6, 8, 10, 12 and 15 H.P.

Portable 6, 8, 10, 12 and 15 H.P.

Vertical, 2, 3 and 5 H.P.

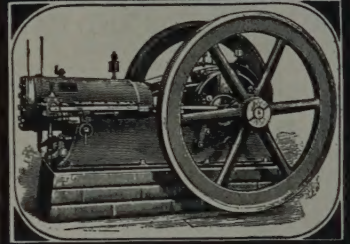
Write for catalogue giving full details and showing why you will serve your own best interests by installing an I. H. C. engine.



International
Harvester Company of America
Incorporated

No. 7 NN Monroe St., Chicago, Ill.

FOOS



WIPE SPARK IGNITER—VERTICAL VALVES
Centerline Counterbalance. Accessibility. Our 40-page Catalog No. 20 gives many more advantages. The experience of 19 yrs. in every engine.

THE FOOS GAS ENGINE COMPANY
Springfield, Ohio

THE PRACTICAL GAS ENGINEER (3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago.

The Gas Engine Handbook (Second Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for
Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

This book is equally valuable for the designer and engineer. It covers all points thoroughly, and a draughtsman by following the rules and formulas laid down can design without difficulty a perfect engine.

The book is 3 $\frac{1}{2}$ x 5 $\frac{1}{2}$ inches, contains 240 pages of descriptive and illustrated matter and is well bound in cloth. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strimatter, Price, \$1.00.

For any of the above address,

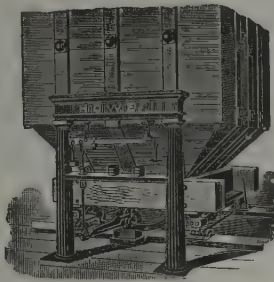
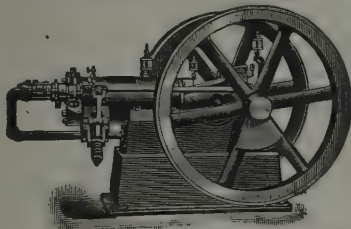
Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

CORRECT WEIGHTS AND RELIABLE POWER

Are needed in every elevator. Years of hard use have proven that HOWE ENGINES and HOWE SCALES meet every requirement.



THE HOWE SCALE CO. OF ILLINOIS
CHICAGO

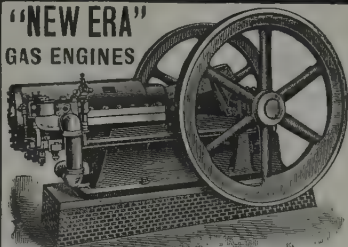
ST LOUIS

MINNEAPOLIS

KANSAS CITY

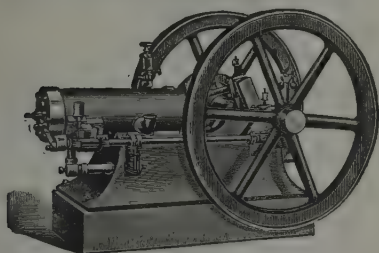
CLEVELAND

"NEW ERA" GAS ENGINES



For Gas or Gasoline. Sizes 1 1/4 to 150 H. P.
THE NEW ERA GAS ENGINE CO.
86 Dale Avenue, DAYTON, OH O, U. S. A.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS,

::

MINN.

OTTO ENGINES

Bought in 1895—Been Running Constantly

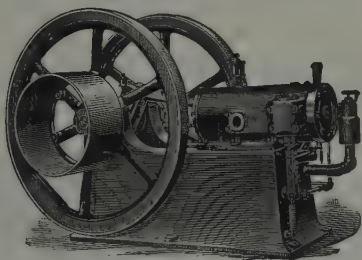
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the CHEAPEST.



OTTO GAS ENGINE WORKS, Phila, Pa.
STANDARD OF THE WORLD

J. Thompson & Sons Manufacturing Co.

—Established 1860—



LEWIS ENGINES—Throttling Governor
THOMPSON ENGINES—Hit and Miss Type
THOMPSON AUTOMATIC—Sizes, 4 H. P. to 250 H. P.
GAS PRODUCERS—Sizes, 50 H. P. to 250 H. P.

Write us for full information.

BELOIT - - WISCONSIN

Fairbanks Automatic Scales



For continuous, uniform and accurate weighing of grain.

Fairbanks

Standard Track and Hopper
Scales used the world over

Fairbanks-Morse

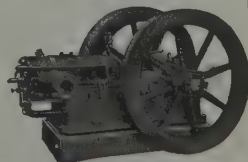
Gas, Gasoline or Oil Engines are cheaper than steam power using coals as fuel. Require no attention after starting, thus dispensing with engineer.

STEADY, RELIABLE POWER

Let us bid on your Mill and
Elevator Equipment

Send for Catalog 550 G R

Fairbanks-Morse & Co.
Chicago, Ill.



DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

POWER CAR LOADERS FOR ELEVATOR

IF YOU WANT THE BEST
CAR LOADER

Write

The Ideal Car Loader Co.
ALLENVILLE, ILL.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, Twice each month for \$1.50 per year.



Frankfort, Ind., Aug. 13, 1903.

Maroa Mfg. Co.,
Maroa, Ill.

Gentlemen:—We herewith say that the three Boss Car Loaders you put in for us are working fine and we are perfectly satisfied with them, and only say we are sorry we did not put them in at our elevators sooner.

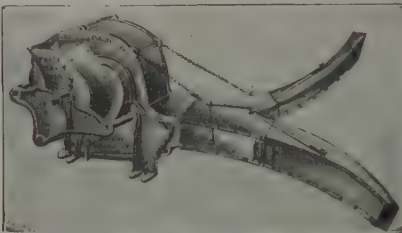
Very respectfully,

OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

MAROA MFG. CO., Maroa, Ill.

The DAISY is Light Running and Improves the Grade



The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

Dunn, Ill., Nov. 10, 1905.

WELGE & LILLY:—I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light-running machine and just as you recommend it.

Yours truly,

J. D. MITCHELL.

WELGE & LILLY, - Maroa, Ill.

The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.



Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them down, roll them up and stow them away for some other time. Write for prices, etc.

THE DENNING WIRE & FENCE CO., CEDAR RAPIDS, IOWA



HENRICKS MAGNETO

fires your Gas
or Gasoline ...

Engine without the Use of Batteries

It is better and more durable than any Dynamo. Its governor regulates the speed regardless of speed of flywheel. Its governor adjusts to imperfect flywheels. Its governor insures a constant and uniform spark. The spark does not burn the contacts of the engine. All strains are removed from the bearings of Magneto.

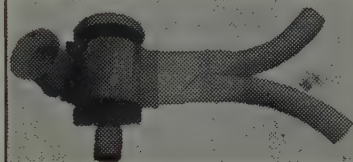
Fully Guaranteed.
Agents Wanted.

Henricks Novelty Co.,

124 Capital Ave., South,
Indianapolis, Ind.

A Long Felt Want

supplied by

The GEM Automatic
Car Loader

(Patented July 23, 1906)

NOTHING TO GET OUT OF ORDER

Hartford City, Ind., July 14, 1905

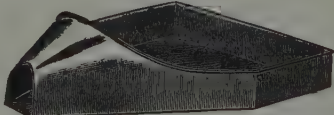
THE GROVES GRAIN LOADER CO.

Gentlemen:—In reply to yours regarding the grain loaders which you installed in my elevators about 9 months ago. Will say they have been very satisfactory, and I do not hesitate to recommend them as the best loader on the market for loading all kinds of grain. Among the many good features is the economy of power and time in loading—the good condition in which it distributes the grain in the cars—and in not breaking the grain—the saving of labor and excellency in durability and construction. Hoping you will meet with success in placing your machine on the market as it fills a long felt want. I am, yours truly, W. B. Cooley.

The Groves Grain Loader Co.
HARTFORD CITY, IND.

Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Size, 24x12x16½ ins. \$1.25

Seed Size, 19x9x11 ins. \$1.00

Grain Dealers Co., 255 La Salle St., Chicago, Ill.

CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

No. 40 contains spaces for 9,000 cars, \$1.50

No. 42 contains spaces for 17,000 cars, 2.50

GRAIN DEALERS COMPANY
255 La Salle St., Chicago

GRAIN PURIFYING

WHY DON'T YOU PURCHASE FOR YOUR ELEVATOR

A CALDWELL & BARR PURIFYING SYSTEM?

We have been for two years, by advertising, by sending circulars and samples, by personal visits to your place of business and by inviting visitors to our plant, trying to make clear to you the advantages, the profitableness, the necessity, we think, of having a purifier in every grain elevator. Heavy rains have fallen over the entire small grain belt, in the midst of the harvest, and all kinds of grain have been damaged, confirming our contention that a purifier is needed in every year.

We look upon grain men as being wide-awake, pushing, of as high average intelligence as any other class of business men in the world, and why they do not more readily take up with this department of grain handling is beyond us. It is because you do not yet appreciate all there is in it for you to have our purifying system installed in your plant.

If this is the reason, ask us for further light on the subject, come and see us, do anything to bring yourself closer to the facts, but don't go another week without taking steps to secure

A CALDWELL & BARR PURIFYING SYSTEM

Do not be afraid of buying a law suit when you trade with us. Our six U. S. Patents make our guarantee perfectly protective, and we agree to defend free from cost to you any infringement suits that may be brought against you because of the use of our system. Investigate the value of our guarantee. Because of the many old style bleachers we have replaced we know old bleacher users appreciate the superiority of our methods over anything else ever known. Try us, you'll not be sorry. We understand that the average man will say, "Oh, yes, they have something to sell." We have something to sell, that's right, and the average grain elevator will make ten dollars out of it to our one, and many of you will make hundreds. It ought not to take you long to decide a question of such importance to yourself. Don't stand in your own light.

Call on or address—

CALDWELL & BARR, Earl Park, Ind.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company
255 La Salle Street CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bor of; Price per Cwt; Price per Bu.; Driver oh, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

YOU

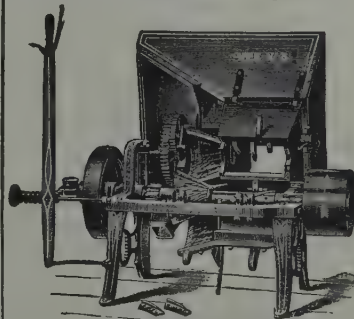
Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and grind all kinds of small grain; separately or mixed. Will grind **Kaffir Corn** in the Head. Have **Conical Shaped Grinders**. CAN RUN EMPTY WITHOUT INJURY.

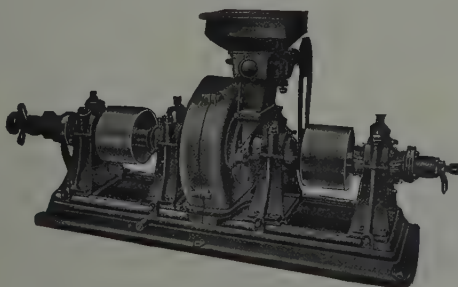
Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE
SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)
They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.



Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial.

WRITE US

Sprout, Waldron & Co.
P. O. 280, MUNCY, PA.

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

FRED GROTENRATH

111 W. Water St. Milwaukee, Wis.

Designer & Contractor of

GRAIN ELEVATORS

Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

G. H. BIRCHARD**Architect and Contractor of
GRAIN ELEVATORS**Especially Designed for
Economy of Operation
425 So. 11th Street, LINCOLN, NEB.**CONCRETE ELEVATORS**

LAST FOR ALL TIME

NO INSURANCE

NO FIRES

NO SWEATING

NO DECAY

NO RATS

NO MICE

Costs but little more than a first-class frame house. Write at once.

**WM. W. LOCKWOOD, WINFIELD,
KANSAS****My Aim**

IS TO BUILD

GRAIN ELEVATORSwhich are right up-to-date
in every particular**M. J. TRAVIS, Wichita, Kansas****A. E. HONSTAIN****HONSTAIN BROTHERS**Successors to HONSTAIN, BIRD & CO.
Contractors and Builders of**GRAIN ELEVATORS**306 Corn Exchange, MINNEAPOLIS, MINN.
Telephone 9467**I. S. HONSTAIN****JNO. F. ROESER****EXETER, NEB.**Architect and Builder of Modern Grain
Elevators. Machinery furnished and in-
stalled. Plans Drawn to Suit Location.
Get my estimates.**Barnard & Leas Mfg. Co.****CORN SHELLERS AND CLEANERS**

The corn crop is reported to be in good condition and promises to be a record breaker.



To handle this crop to best advantage you will need a Victor Corn Sheller and a Cornwall Corn Cleaner. Both machines are standard and leaders of their class. For efficiency, capacity, strength and durability they have no equal. They possess valuable features possessed by no other shellers and cleaners.

*Send for latest circular and learn their good points.***MOLINE****ILLINOIS**

GRAIN ELEVATOR BUILDERS.

N. A. GRABILL
Contractor and Builder of
Grain Elevators
Plans and estimates furnished quickly
DALEVILLE, IND.

T. E. IBBERSON
Designer and Builder of
GRAIN ELEVATORS
310 Corn Exchange, Minneapolis

P. H. Pelkey
**ELEVATOR
CONTRACTOR**

Full supply of elevator
and mill supplies, and
scales in stock at

WICHITA, KANSAS
118 S. LAWRENCE AVE.

CORRESPONDENCE SOLICITED

J. A. HORN & CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
LEBANON, IND.

SAM'L OLSON NIELS OLSON
OLSON BROS. & CO.
ENGINEERS AND CONTRACTORS.

Grain Elevators and
Power Transmission

160-162 N. Sangamon St., Chicago

Phone Monroe 1614

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

R. M. VAN NESS Fairbury, Neb.

N. D. HULL, Architect
**MILL AND ELEVATOR DESIGNING AND BUILDING, MILL
EQUIPMENT, ELEVATOR EQUIPMENT**

Write for Plans

ATTICA, INDIANA

Correspondence Solicited

Barnard & Leas Mfg. Co.

Designers and Builders of
**Elevators in Wood
Steel and Concrete**

Plans and Specifications for
Elevators of all kinds and
Capacities Furnished.
Write for further particulars.

Moline, Illinois

THE NEW ERA MAN LIFT



The original and only success-
ful and reliable machine on the
market. The very best money
can buy.

The NEW ERA is the Safe Kind

More of these machines sold
than all other warehouse eleva-
tors combined. *This proves their
worth. Time and Labor Savers.*

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

GRAIN ELEVATORS

TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



L. O. HICKOK

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

GRAIN ELEVATOR BUILDERS.

Better have **YOUNGLOVE** build your Elevators than to **WISH** you had.

POWER PLANTS AND EQUIPMENTS
OF ALL DESCRIPTIONS INSTALLED

Write for Propositions.

YOUNGLOVE CONSTRUCTION CO.
MASON CITY, IOWA

Offices: 407-409 Commercial Bank Building
LOCK BOX 478

FRED FRIEDLINE

Architect and Engineer

Grain Elevator Builder
Grain Handling Plants

PRACTICAL WORK.

BEST DESIGN.

Plans and Specifications a Specialty.

Local and Long Distance Telephone Harrison 667

253-261 La Salle St., Chicago, Ill.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

Wm. Graver Tank Works
EAST CHICAGO, IND.

IF YOU WANT A
GOOD ELEVATOR

LET

L. BUEGE

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU

SQUARE BIN
FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN
518 Corn Exchange
MINNEAPOLIS, MINN

STEEL

Twenty Million

Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION Co.

BUFFALO, - N. Y.

STORAGE

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

GRAIN ELEVATOR BUILDERS.

GRAIN ELEVATOR

Designing and Construction
Made a specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS
623 THE TEMPLE

Plans and Specifications
a Specialty. CHICAGO



BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS--ANY STYLE OR CAPACITY

263-265 LA SALLE ST. - - - CHICAGO, ILL.



Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:
MINNEAPOLIS, MINN.

JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

GRAIN ELEVATOR DEPARTMENT
1811 FISHER BUILDING :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.

Write or call on any of them

CHICAGO, ILL.
1811 Fisher Bldg.

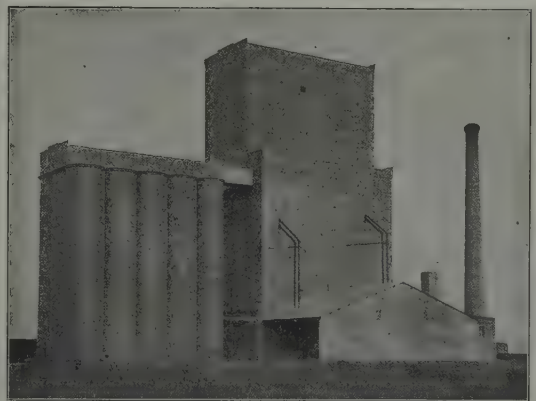
NEW YORK
130-137 Broadway

PITTSBURGH, PA.
Westinghouse Bldg.

ST. LOUIS, MO.
Lincoln Trust Bldg.

NEW ORLEANS, LA.
Hibernia Bank Bldg.

LONDON, ENGLAND
Savoy Hotel



Fire-Proof Steel and Tile Elevator

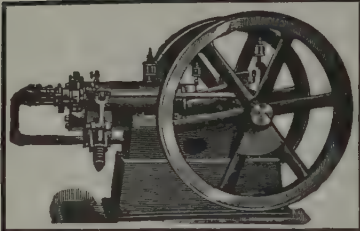
Recently completed for the Lake Shore and
Michigan Southern Railway Company at
Indiana Harbor, Indiana, by

The Barnett & Record Co.
GENERAL CONTRACTORS

MINNEAPOLIS

MINNESOTA

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF

Elevating, Conveying and Power Transmitting Machinery,
Complete Equipments for Grain Elevators a Specialty.

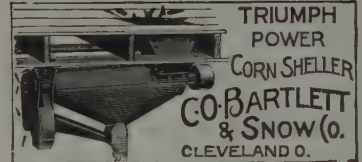
York Foundry and Engine Works

Warehouse: OMAHA, NEBR.
Office and Works: YORK, NEBR.

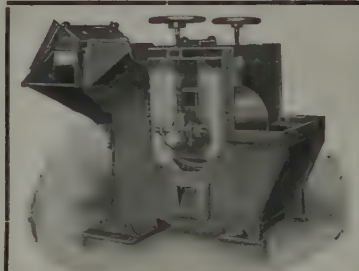
A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



TRIUMPH
POWER
CORN SHELLE
CO-BARTLETT
& SNOW (O.
CLEVELAND O.



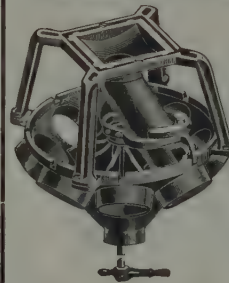
If you desire to increase the working capacity of your elevator plant one hundred fold, don't remodel things at a great expense and add new legs, or larger cups and belts. We will accomplish all this for you, and much more by simply substituting a

HALL NON-CHOKABLE BOOT

for the style you are now using, and guarantee these results, and prove it before asking acceptance.

HALL DISTRIBUTOR CO.
222 First National Bank Bldg. Omaha, Neb.

There is but one kind of machine turned out by us. That is the best kind. Here is our

SIGNALING DISTRIBUTOR

for convenience, precision, durability and economy it is unrivalled and unapproached.

All Distributors, Save Only This, Mix Grain in Distribution.

HALL DISTRIBUTOR CO.

222 FIRST NATIONAL BANK BLDG.
OMAHA, NEB.

A CARD LIKE THIS

Would do YOU a great deal of good at a small cost.

Grain Scale Book No. 23

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot. of; Price per Cwt.; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,

255 La Salle Street - - - Chicago, Ill.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

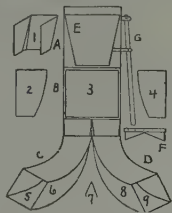
Midland Machinery Co.,

Minneapolis, Minn.

GRAIN ELEVATOR SUPPLIES.

Repairs for Sandmeyer Spouts

can be obtained by ordering outside parts by letters; linings by numbers.



Write THE DICKSON CO., Peoria, Ill.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

A. H. Richner

Contractor and builder of GRAIN ELEVATORS

I manufacture Chain Grain Feeders for the world.

Flour Mill and Elevator Machinery Supplies, &c. Write for special prices.

Address:

A. H. RICHNER

606 S. Water Street
CRAWFORDSVILLE, IND.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8¼ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

JUST SO SOON

As you begin sending us your orders for Mill and Elevator Machinery just that soon will you begin to get the best there is in these lines. The great efficiency and unflinching reliability of our goods are being proven every day by strenuous service in hundreds of Mills and Elevators. You'll profit by investigating.

TRY US ONCE

On Roll-Corrugating and Grinding and we hazard a guess that you'll never afterwards allow anyone else to do it. That's because we do it just right and our charges are most reasonable.

THE STRONG-SCOTT MFG. COMPANY

Formerly Strong & Northway Mfg. Co.

N. W. Agents The Invincible Grain Cleaners, Richardson Automatic Scales, Alsop Process Co., Defour Bolting Cloth and Knickerbocker Dust Collectors.

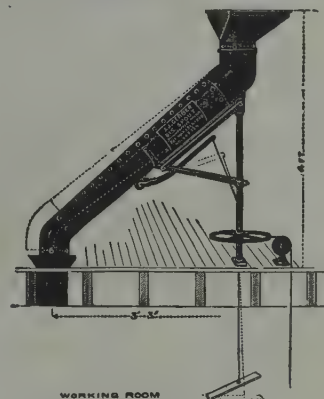
MINNEAPOLIS, - - MINN.

INVESTIGATE

and you will find that the GERBER IMPROVED DISTRIBUTING SPOUT is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER
MINNEAPOLIS, MINN.



Buffalo Grain Testers

INDICATE

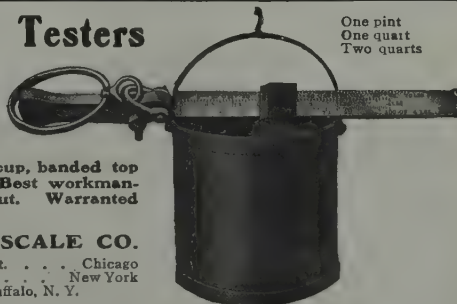
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

BUFFALO SCALE CO.

249 So. Jefferson St. . . . Chicago
122 Liberty St. . . . New York
Works Buffalo, N. Y.



One pint
One quart
Two quarts

STUDY THIS CUT

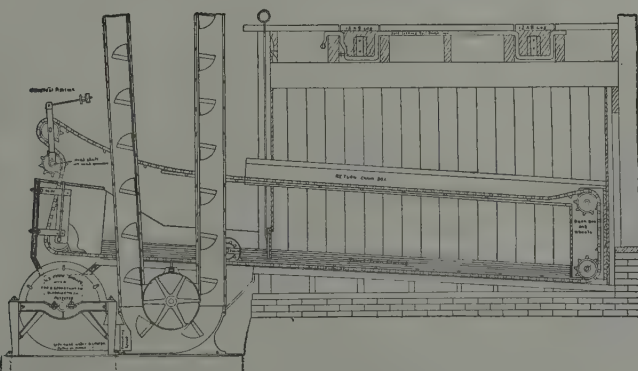
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

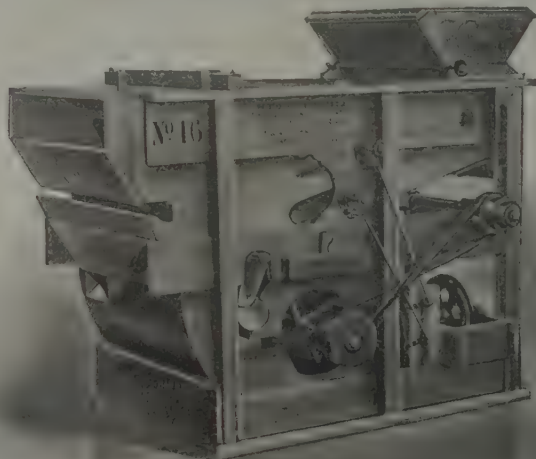
Write before buying elsewhere

B. S. CONSTANT CO., Bloomington, Ill.



BEWARE of IMITATIONS!

Don't be satisfied with an imitation when you can get the real thing for less money. The Success of the "CLIPPER" Grain and Seed Cleaner has tempted unscrupulous people to put upon the market machines imitating the Clipper Cleaner as nearly as may be and not lay themselves liable for infringement.



The original principal of the Clipper Cleaner was correct; the machine was a success from the start; we have spent many years adding improvements to it and it has now no equal on the market.

It is a combination cleaner and will handle grain, seed beans, etc., equal to any special machine on the market. It requires very much less power than any other cleaner and will make you a great saving on your fuel bill. It is made by skilled mechanics trained in this work and we turn out the most perfect machines possible from long experience and care.

Write for catalog and full descriptions.

A.T. Ferrell & Co.
Saginaw, W. S., Mich.

"Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

UNION IRON WORKS

DECATUR, ILL.



WE MAKE A SPECIALTY OF

Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

AIR DRIED GRAIN

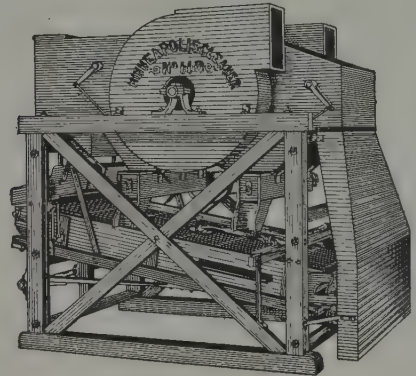
(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

"Ellis Grain Drier"

Macdonald Engineering Co.
Sole Manufacturers
549-553 Monadnock Building, Chicago

Combination Cleaner Grain or Flax 2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

J. L. OWENS COMPANY
615 Superior St., Minneapolis, Minn.

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY
255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY
255 La Salle Street, CHICAGO, ILL.

THE HESS

Grain Drier is
Used Everywhere

at the largest
railroad, term-
inal and ex-
port elevators

Our new "IDEAL" HESS DRIER meets the needs of country elevators, mills, seedsmen, etc. Low in price and large in earning capacity. Free booklet.

Hess Warming and Ventilating Co.
907 Tacoma Bldg., CHICAGO

ELEVATORS FOR SALE.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

OLD established grain, coal and lumber business, with elevator and accessory buildings, for sale. H. F. Battermann & Co., Palatine, Ill.

GRAIN ELEVATOR and coal yards for sale or rent. In good location, and doing a large business. Address Wesley Hyne, Stroh, Ind.

ELEVATORS FOR SALE in corn belt of Illinois and Indiana. All worth the money asked. Address James M. Maguire, Campus, Ill.

ELEVATOR and lumber yard in corn belt of Iowa for sale. Good reasons for selling. Address J. S. C. Box 1, Grain Dealers Journal, Chicago, Ill.

MINNESOTA ELEVATORS for sale. Three desirable elevators situated on the same road in central Minnesota. Address Market, Box 12, Grain Dealers Journal, Chicago, Ill.

UP TO DATE 10,000 bu. elevator in Eastern Nebr. Hopper scales, gasoline engine. Handling 160,000 bu. annually. Address Red, Box 4, Grain Dealers' Journal, Chicago, Ill.

ELEVATOR and grain business located at 150,000-bushel grain point for sale. No competition; fine retail business. Will sell cheap. C. G. Williamson, Waynesville, Ohio.

GOOD elevator in Eastern Nebraska for sale; 10,000 bushels capacity. Splendid location in good corn country. Address Pan, Box 4, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. gas engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

CENTRAL IOWA elevator for sale at a bargain; a good elevator; owned by non-resident. Will sell for \$2,000, one-half cash. An unusual bargain. Iowa Mill & Elevator Brokers, Independence, Iowa.

ONE of the best elevators in N. E. Kans. for sale. In good wheat and corn territory; good corn prospects. This is a money making business. Address T. I. C., Box 4, Grain Dealers Journal, Chicago, Ill.

FOUR ELEVATORS located on one road in Northwestern Iowa and Southwestern Minn. for sale. Doing a good business; good coal business; crops never looked better. Address Lock Box 243, Adrian, Minn.

WE HAVE a line of 9 elevators in Shelby County, Ind., of which we will sell any 3 of the 9 to suit the buyer. Three of them are on the Pan Handle and other 6 on Big Four. Address Nading Mill & Grain Co., Shelbyville, Ind.

FOR SALE—Good elevator on the line of C. & Milwaukee R. R. at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE, 15,000 bushels capacity, located in Darke County, Ohio; good crop prospects. Best of reasons for selling. Address Darke, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 25,000 bu. elevator and coal business. Also live stock business with tract of land and well equipped feeding yards. All situated in good town in Southwestern Minn. Address Roy, Box 2, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR and residence for sale. 75,000 bu. capacity, 2 dumps, 12 h. p. gas engine. In good grain country; one competitor. Station handles 600,000 bu. per year. Good reason for selling. Address East, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

SOMETHING good for quick sale. New elevator, low insurance, good town, good grain point, easy terms, for sale reasonable. Write at once for photo and details. Unless interested in a proposition do not write. Address Man, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—35,000-bushel elevator and 20,000 bushels outside corn cribs. Located on Peoria & Eastern Division Big Four R. R. in Illinois. Elevator handles 200,000 bushels annually. Elevator in good condition. Address Clure, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. A prying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

15,000 BU. elevator and 75 bbl. mill for sale, located at one of the best grain stations in S. Dak. on N. W. Ry. Eltr. and mill built 4 yrs. ago, all new machinery; handle 150 to 200,000 bu. Mill running steady year around; a good business. Reason for selling—too much other business. Wm. Corcoran, Volga, S. D.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

By order of the United States District Court, in and for the Eastern Division of the Northern District of Illinois, at Chicago, Illinois, entered on August 13th, 1906, in the matter of **GEORGE S. McREYNOLDS, BANKRUPT**, each of the following properties belonging to said estate will be sold to the highest bidder: **ELEVATOR "A," CHICAGO.**

All the shares of stock of the McReynolds Elevator Company, an Illinois Corporation, being 1,800 shares of the par value of \$100 each; capacity 1,500,000 bushels; located at Calumet River in South Chicago, subject to a bonded indebtedness of \$125,000.

ELEVATOR "B," CHICAGO.

Capacity 1,000,000 bushels, situated at the corner of Wood and Rebecca Streets, Chicago, Illinois; no encumbrances.

ELEVATOR "C," EAST ST. LOUIS.

All the shares of stock of the Southern Elevator Company, an Illinois Corporation, being 250 shares of the par value of \$100 each. The Southern Elevator Company owns the leasehold of Elevator "C," situated at East St. Louis, Illinois; capacity 1,000,000 bushels. The lease provides for annual rental of \$13,000, and expires November, 1911. The Southern Elevator Company is a public warehouse under the laws of Illinois.

Sealed bids for all or any of said properties must be filed with the Chicago Title & Trust Company Trustee, 100 Washington Street, Chicago, Illinois, on or before 9 o'clock A. M., September 17th, 1906, and will be presented in open court at 10 o'clock of said day to **SIDNEY C. EASTMAN, Esquire, Referee** in Bankruptcy, at his office, 905 Monadnock Building, Chicago, Illinois, for action.

A deposit of 10 per cent of the amount of the bid must accompany the bid.

For further particulars apply to **CHICAGO TITLE & TRUST COMPANY, Trustee,**

100 Washington Street, Chicago.
ROSENTHAL, KURZ & HIRSCHL,
Attorneys,

122 Monroe Street, Chicago.
RINGER, WILHARTZ & LOUER,
Attorneys.

Ft. Dearborn Bldg., Chicago.

ELEVATORS FOR SALE.

TWO ILLINOIS ELEVATORS for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

FOR SALE at a bargain. Owing to dissolving of partnership a fine 20,000 bushel elevator located in a good town of 6,000 population in Western Ohio is for sale cheap for cash. It is on the Lake Erie & Western Railroad, close to business center. A good coal and feed business in connection. Address Lock Box 711, St. Marys, Ohio.

ELEVATOR FOR SALE, 25,000 bu. capacity; located in Randolph County, Eastern Indiana. Equipped with steam power; the best grain territory in Indiana. Good coal bins for handling coal. The prospects for corn are too great to be estimated in this territory. Will sell at a bargain. Price, \$9,500. C. W. Younce & Son, Ridgeville, Ind.

BUY my special \$6,000 elevator bargain on Penn. R. R., within 20 miles of Kokomo, Ind. House old, but large and convenient; 50 h. steam, new shellers, cleaner, belts, roof and power seed cleaner, large territory and ear corn crib, drag belt. Will ship 165,000 this crop. On traction; can live in city. \$4,000 gross profit. JOHN A. RICE, Frankfort, Ind.

ELEVATORS WANTED.

ELEVATOR wanted. Send price and description. Box 154, Lesterville, S. D.

SEVERAL up to date elevators wanted, that handle over one hundred thousand bushels per year, in S. D. or Northwest Iowa. H. Wetzel & Co., 218 S. First St. West, Cedar Rapids, Iowa.

ELEVATORS WANTED: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

ONE or two elevators and coal business in Northern Iowa or Southern Minn. wanted. Give size and kind of elevators, competition, grain handled a year, lowest cash price and size of town. B. F. Muldown, St. Ansgar, Ia.

WANTED—To buy one or more good elevators in Central Indiana, must be well located and doing a fine business. We will pay cash. Give full description and price with first letter. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

SITUATIONS WANTED.

SITUATION WANTED as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

YOUNG man having 8 years' general experience, including bookkeeping and stenography, in same track buyer's office, wants position; employed at present. Address H. M. W., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITIONS WANTED—By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

COMPETENT MAN wants position with elevator company to act as manager of country station. Acquainted with cleaning machinery, also have handled lumber and coal in connection with elevator. Best of references. D. A. Lawson, Carmel, Ind.

POSITION WANTED—By a hustling young man as traveling representative or buyer for a reliable commission or grain firm. Ten years experience in soliciting and handling country stations. Address Established Trade, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As traveling auditor or solicitor. Have had twelve years experience with private and line elevator companies. Best references as to ability and character. Can furnish either private or company bond if necessary. Address West, Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

MILLWRIGHT wanted, who is capable of drawing plans and making blue prints for warehouses and elevators. The Philip Smith Co., Sidney, O.

LADY STENOGRAPHER of experience wanted. High school graduate preferred. State salary wanted. Address Chicago, Box 4, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

MILLER or grain man wanted with \$5,000 or \$10,000 to buy stock in an old established milling and grain business. Man who can act as assistant manager preferred. This business will stand the very closest investigation. Apply giving full particulars to James, Box 3, Grain Dealers Journal, Chicago.

\$5,000 to \$10,000 to be furnished by different partners, to take hold of my mill and grain business. Should be practical millers, flour and grain men. Mill 200 bbl. capacity, newly equipped and running steady. Fine wheat and other crops, fine country, being one of the garden spots of Illinois. Good people, largely German. A life's chance, seldom offered. Am a miller myself, also now the local banker. Will give every possible aid to the right people. H. H. Emminga, Golden, Ill.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

MILLS FOR SALE.

A No. 1 FLOUR MILL in a good wheat growing country for sale or will exchange for good land. Capacity, 50 bbls.; machinery good as new. Price, \$4,500. Doron & Benke, Celina, O.

GOOD 40 barrel flour mill located at Clear Lake, Minnesota. Modern machinery in first class condition. This mill is also doing a large feed grinding business. For sale at a bargain. Schwab Bros., Clear Lake, Minn.

FOR SALE—50 bbl. full roller mill and warehouse of about 25 cars capacity, also heavy team, 3 wagons and harness; only mill in town of 5,000 and said to be best town of its size on earth. Will sell very reasonable. Address E. Roome, 502 Main St., Sistersville, W. Va.

MODERN 50 bbl. steam flouring and feed mill in Monona, Iowa, for sale. Built of brick in 1902; mill running steady; plenty wheat; big feed trade; wealthy German settlement. Must sell at great sacrifice. Price \$5,500, \$3,000 cash, balance long time 4 per cent. Address Lock Box 19, Monona, Iowa.

UP TO DATE feed mill in good farming country in Southern Michigan for sale. All new machinery in first-class condition; 40 h. p. Fairbanks Standard gasoline engine. Also, in connection, a well equipped country elevator now handling grain, for lease. Reason for selling, to close partnership business. Address Box 203, Hanover, Mich.

AN OPPORTUNITY to secure a milling plant. At a point on the North-Western Line near the Minnesota-South Dakota boundary is a mill having a capacity of 125 barrels of flour per day, having sifter system, Corliss engine and elevator with capacity for 12,000 bushels. Particulars as to this can be obtained by addressing the Industrial Department, C. & N. W. Ry., Chicago.

MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

ADDRESS WANTED OF W. D. Foresman, formerly in the grain business at Foresman, Ind., and later with the Calumet & Western Grain Co. Address W. W., Box 4, Grain Dealers Journal, Chicago.

JOHN A. RICE, Frankfort, Ind., Indiana's elevator and mill broker. Buyers like our large line to select from. Sellers like our large number of buyers. Describe fully about what and where you'd like to buy. Sellers, give full particulars and shipments first letter. We will give you both good honest work.

ELEVATOR BURNED RECENTLY. Will sell site; one and one-half acres ground; excellent location, title perfect. Fine new office and 5-ton Fairbanks scales; coal bins, corn cribs, stone elevator foundation, hog lot, good well. Fine large corn and oats territory; some wheat, rye and hay; good town, excellent coal trade; one competitor; no fight. Address C. W. Carroll, Blandinsville, Ill.

Magnificent Water Power Site for Flouring Mill.

We have a magnificent water power site for lease, will generate fifty to seventy-five horse power, the fall is about twenty-seven feet, and rent very reasonable. We keep up the power and all expenses, furnish the water and the ground. The location is at Milton, Indiana, there having been a flouring mill there for forty years, but it recently burned. For further information write to

Connersville Hydraulic Co.
Connersville, Indiana.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

OLDS gasoline engine for sale. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

FOR SALE—Good Webster, ten horse gasoline engine. Complete; run two years. A. J. Flatt, Leverett, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 310 Dearborn st., Chicago, Ill.

FOR SALE—12 h. p. Webster gasoline engine, good condition. In the way, want to move it, write quick. Sam Finney, 58 Board of Trade, Chicago.

FOR SALE—12 h. p. Olds gasoline engine, \$275.00; 3 h. p. Olds, \$75.00. Both in splendid condition. Robert Craig, 313 So. 3rd St., Minneapolis, Minn.

MATTHEWS-DAVIS engine for sale; 20 h. p., second hand. Taken out because of insufficient power. Only run 5 months. Address Hugh Matthews Machinery Co., Kansas City, Mo.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

ALLEN P. ELY & CO.,
1110 DOUGLAS ST., OMAHA, NEB.
ENGINES FOR SALE.

1-6 h. p. Fairbanks-Morse in good condition.

1-12 h. p. Advance in good operating condition.

1-20 h. p. Fairbanks in first class condition.

1-50 h. p. Foos almost new.

1-50 h. p. Fairbanks vertical almost new.

Brown & Varney,
311 Main Street, Cincinnati, O.

SECOND-HAND GASOLINE ENGINES FOR SALE.

1-2 h. p. Webster gasoline engine, complete on base, with water tank, electric spark and torch, had about 60 days' use in our machine shop.....\$65.00

1-3 h. p. Webster gasoline engine, set up on combined base, with water tank, with electric spark and torch; used about 3 months.....\$90.00

1-5 h. p. Foos gasoline engine all complete; cannot be told from new; was used a short time and replaced with a larger engine.....\$175.00

1-8 h. p. Webster gasoline engine, with electric spark and torch water tanks, oil tanks all complete; used one year; just as good as new.....\$200.00

1-12 h. p. Webster gasoline engine, all complete, in use 2 years, but in perfect condition.....\$250.00

1-14 h. p. Lambert gasoline engine, with battery and oil cups; in use about 3 years.....\$250.00

1-13 h. p. Foos gasoline engine, as good as new.....\$300.00

1-40 h. p. Foos gasoline engine, used 2 years, as good as new.....\$600.00

ALLEN P. ELY & CO.,
1110 Douglas St. Omaha, Neb.

ENGINES FOR SALE.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

MISCELLANEOUS FOR SALE.**FOR SALE.**

1 65-h.p. Atlas automatic steam engine.

1 80-h.p. boiler.

1 Dean hot water pump.

1 water heater with all connections.

The above machinery is in good condition and can be seen running. Will sell cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

SPECIAL BARGAINS.

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clippers, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman & Sons, Akron, Ohio.

FLOUR MILL MACHINERY For Sale.

We have on hand in good condition the following machinery for prompt shipment:

2 Gray centrifugal reels 7' long.
No. 2 size, each.....\$30.00

1 Case centrifugal reel, No. 1 size. 30.00

1 Geo. T. Smith reel scalper 5' long 15.00

1 Geo. T. Smith Inter elevator flour dresser, No. 3. 15.00

1 Victor No. 2 smutter and separator..... 25.00

1 Double 6x18 Ypsilanti roller

mill..... 125.00

Saginaw Milling Company.

Saginaw, Mich.

ENGINES AND BOILERS.

1-35 h. p. Atlas engine.

1-12' by 48" Atlas boiler, 48-3" flues, half arch front.

1-3x2x3 Snow duplex pump.

1-36" 6 groove sheave pulley, 7/8" rope, 2 15/16" bore.

All in good shape.

Remington Grain Co., Remington, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot hand wheel; 25 inch face, 6 7/8 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

MACHINES FOR SALE.

THREE 9 in. Weller turn heads, \$2 each f. o. b. here. J. R. Wagner, Metamora, Ill.

NO. 2 CLIPPER fanning mill for sale. Screens for all kinds of seeds and grain. Used one season; good as new. \$20. J. M. Barton, Anderson, Ind.

DUST COLLECTORS for sale. Seven No. 9 Cyclone and seventy Cyclone of various sizes. Address B. F. Gump Co., Dept. E, 51 and 53 South Canal St., Chicago, Ill.

BARNARD'S improved double screen corn cleaner for sale. Size No. 2, 500 to 700 bu. capacity. Thoroughly refitted; practically good as new. Low price. W. H. Caldwell, 304 Western Union Bldg., Chicago, Ill.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5 1/2. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

SEPARATORS for sale. Two Invincible without fans; two No. 0 Richmond milling; two Eureka aspirating; one No. 1, one No. 1 1/2 and one No. 4 Prinz cockle machines. B. F. Gump Co., Dept. E, 51 and 53 South Canal St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 310 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SCALES FOR SALE. Three 125 bushel Fairbanks hopper scales with 2 iron pillars; two 40 bushel Fairbanks hopper scales with single wood pillar. B. F. Gump Co., Dept. E, 51 and 53 South Canal St., Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co.,
Des Moines, Iowa.

AUTOMATIC SCALES for sale. One imported 2 bu. Palas in good order suitable for the head of a 400 bbl. mill; 2 Union grain bagging scales, 100 lbs. per discharge. These machines belong to our customers who have replaced them with Richardsons. Cheap. Smith & Smith, 1112 Rector Bldg. Chicago.

SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

SEED winter wheat and rye for sale: Send for price list and samples. J. B. Armstrong & Sons, Shenandoah, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED Fulso - Mediterranean seed wheat for sale at \$1 per bu.; yielded 51 bu. per acre 1906. Bags free. Fred L. Smock, R. R. 28, Southport, Ind.

CANADA PEAS, garden peas, marrowfat peas, garden beans, pigeon feed. Car loads and less. Let us know your requirements. Ogemaw Grain & Seed Co., West Branch, Mich.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

FOR SALE:—5,000 bushels pure Georgia raised Bancroft red rust proof seed oats. These oats will produce 75 to 100 bushels to the acre. Ask for prices and samples. Dan Joseph Company, Columbus, Ga.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

COUNTRY run turkey hard wheat and corn furnished on short notice. Address A. R. Clark Grain Co., Wichita, Kan.

GOOD POULTRY WHEAT for sale, guaranteed absolutely free burned grains. Tributary Eastern and New England States. Address Results, Box 3, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.

FEED MILL WANTED—Will pay cash for good second hand roller feed mill of large capacity. Address Marr & Co., Boulder, Colo.

SECOND HAND improved Marseilles portable corn sheller wanted. Must be in good condition. Give full particulars. A. Moseley & Bro., Quanah, Texas.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

BAGS FOR RENT.

GRAIN BAGS FOR HIRE. From 100 to 100,000. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

BRAN WANTED.

WANTED several cars of fancy winter bran and fancy flour middlings delivered at Utica, N. Y. Prices wanted for immediate delivery or future options. Address Justin A. Auert, Deerfield, N. Y.

POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay ftt. Write for prices. Geo. T. King, Richmond, Va.

MEAL FOR SALE.

CORN MEAL for sale. We are manufacturers of high grade corn meal and would be pleased to have quotations from southern and eastern brokers. We can also furnish anything in the feed line. Write us. Address W. S. Roadman & Son, Mill Shoals, Ill.

HAY WANTED.

No. 1 and No. 2 light pressed new hay wanted, on commission or purchase. Address Anderson & Co., No. 209 Chamber of Commerce, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

MISCELLANEOUS.

ELEVATORS BOUGHT AND SOLD. Elevators and mills bought, sold and exchanged. If you want to sell your elevator or mill or will exchange for a good improved farm we can dispose of it for you. We have some fine bargains in elevators for sale and exchange. Employers who want help, or elevator men who want positions should write us. Iowa Mill & Elevator Brokers, Independence, Iowa.

ENGINES WANTED

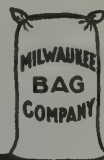
SECOND-HAND gasoline engine wanted; about 15 horse power. Must be in good repair and late pattern. Give all particulars first letter. John H. Lynds Mills & Eltr. Co., White Cloud, Kans.



FROM MILL TO SACK

And then to a pleased customer. We make Bags of every description at reasonable prices. Write for estimates.

MILWAUKEE BAG CO., :: Milwaukee, Wis.



GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

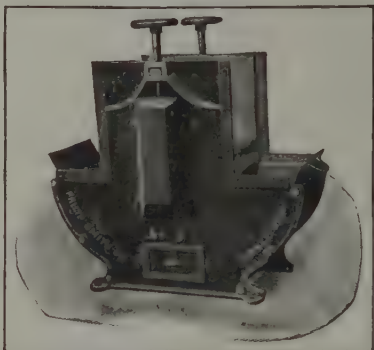
Capacity of Elevator.....

State.....

.....bus.

Cast Iron and Wood ELEVATOR BOOTS

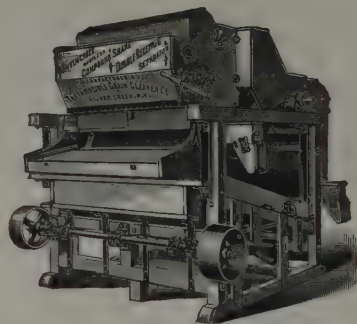
OF DIFFERENT
DESCRIPTIONS



MACHINERY AND SUPPLIES
OF ALL KIND

WRITE US FOR PRICES

THE PHILIP SMITH CO.
SIDNEY, OHIO



When you want a separator for your mill or elevator, get an

INVINCIBLE

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

Invincible Grain Cleaner Co.

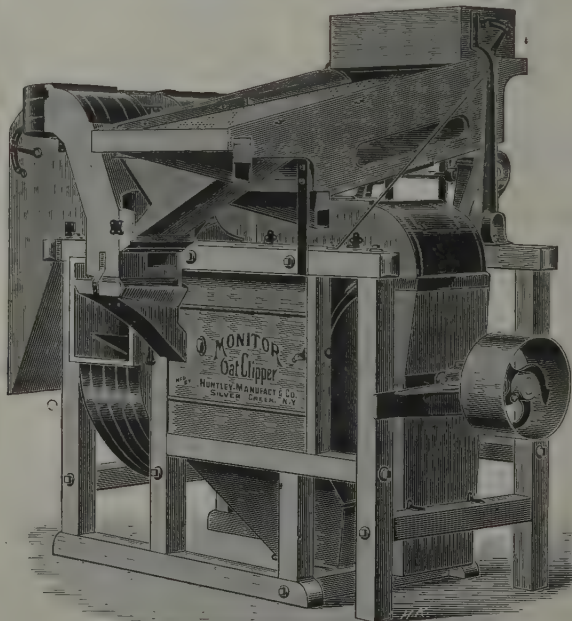
Silver Creek, N. Y.

REPRESENTED BY

Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, Balchorne Block, Indianapolis, Ind.
N.W. Representatives—Strong & Northway Mfg. Co., Minneapolis, Minn.

THE CONSTANT and INCREASING DEMAND

for Clipped Oats insures a ready sale and consequent higher price, making the operation extremely profitable, providing proper and dependable machinery is installed.



Monitor Dustless Oat Clipper.

The Monitor Dustless Oat Clipper

demonstrated in actual use that it is by far the best machine for the purpose that has yet been placed upon the market.

In construction it embodies every desirable mechanical feature, many of which are controlled by patents held by us.

In operation it is positive, dependable, the clipping being accomplished rapidly, perfectly, and without the least waste.

Let us send you our descriptive circulars giving details of this popular machine—dimensions, capacities, prices, etc.

Our new Catalogue sent on application.

HUNTLEY MFG. COMPANY,
SILVER CREEK, NEW YORK

BRANCH OFFICES:

302 Traders Building, Chicago, Ill. F. M. Smith, Agent.
316-318 4th Avenue, So. Minneapolis, Minn. A. F. Shuler, Agent.
121 Front Street, New York, N. Y. J. W. Perrine, Agent.
Mississippi and 17th Sts., San Francisco, Cal.
Berger-Carter Co., Pacific Coast Agents.
10 Board of Trade, Kansas City, Mo.
H. C. Draver, Southwestern Agent.

GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada, and Mexico One
Year \$1.50; Six Months 75 cents.
To Foreign Countries within the Postal
Union, postage prepaid, \$2.00 per year.
A Red Wrapper on your Journal means
your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., AUGUST 25, 1906.

A LITTLE cordiality will cure a lot
of ill-feeling. Try it on your competitor.

RUSSIA'S revolution does not seem
to be much of a factor in the wheat
market.

TAKING advantage of a patron is
sure to help your competitor more than
yourself.

THE MOST effective protest against
dirt is made with a broom and a scoop.
Try it in your elevator.

THIS year's crop of grain is large
enough to give dealers something to do for
sometime to come and that too at a fair
margin of profit.

REFUSING to overbid a competitor
credits him with paying all the market
affords and deeply impresses him with
your desire to be fair.

DEALERS of the winter wheat district
have an excellent opportunity to supply
their former patrons with heavy seed of a
superior quality this fall.

ALFRED C. CLARK is not now, never
has been and never can be connected with
the Grain Dealers Journal, hence we have
nothing to do with his business transac-
tions.

BEWARE of the sharp tenant whose
grain is covered by a landlord's lien. It
is cheaper to lose the profit on the grain
than to pay both tenant and landlord
for it.

WHENEVER you have anything to
say re a trade abuse or a needed reform
make use of our columns devoted to
"Letters from Dealers"—it's the trade's
forum.

BOTTLE an average sample of each
shipment, note how it grades and then
mark it for your future guidance in buy-
ing. It will reduce your losses and dis-
appointments.

THE Secretary of Kansas City's bucket
shop stole about \$11,000 from it and then
committed suicide. The question naturally
arises, "Where did the bucket shop get
so much money?"

PROGRESSIVE farmers prefer to do
business with the live buyer whose office
and elevators have a prosperous up-to-
date appearance, and the trade of such
growers is always on the preferred list.

LIME often starts fires at unexpected
times and places and recently such a fire
resulted in the complete destruction of
a Michigan flour mill. If you must have
lime about store it so water cannot get
to it.

LEAKING spouts are one of the most
expensive troubles you can tolerate. Hav-
ing your elevator overhauled and repaired
each season will prove profitable, make
your business days pleasanter and re-
duce the cost of operation.

A MORE thoro knowledge of the me-
chanical construction of grain cleaners and
clippers would result in their more profit-
able operation. Don't be too hasty in
condemning a machine which fails to give
expected results—investigate.

ADVANCING money on grain to be
marketed later is almost a thing of the
past in many districts because farmers
have so much money they do not need
to borrow. The present is surely a propi-
tious time to stop the abuse.

BANKERS are good men to cultivate
even though you can not give business to all
your town affords. They have been
known to start an agitation for another
elevator more to vent their spite than to
get a grain account.

TWO MORE boys smothered to death
in elevator bins this month; for particu-
lars see the Pennsylvania and North
Dakota news columns this number. Grain
dealers who permit boys to turn their ele-
vators into playhouses must expect to be
blamed with their deaths when they are
suffocated.

DID YOU ever read "A Story of
Wasted Power," by A. Bucketless Belt?
It is a touching story worthy careful
reading by every eltr. operator who
seeks profits. You will find it on file with
copious comments between the casing of
any eltr. leg whose belt is used in trying
to elevate grain without its full quota of
cups.

DOCK wheat heavily when it has rye
mixed with it and henceforth farmers
will cut it out of their fields or use pure
seed. Make it unprofitable for them to
do otherwise and you will lose less on
shipments misgrading by reason of rye
mixture.

THE Duluth Board of Trade has voted
to continue buying barley "in the dirt"
and will take 50 lbs. for a bushel as here-
tofore. Shippers who accept 48 lbs. when
buying will have to buy on a very wide
margin or else mix in an unusually large
percentage of screenings.

SPECULATORS who have been try-
ing to bull the market with reports of a
heavy shortage in the wheat crop of Ar-
gentine and Australia seem to overlook
the fact that wheat will not be gathered
in the south temperate zone until summer
prevails there and winter here.

NO COMBUSTIBLE material shud
be used in the construction of your power
plant if you wish to obtain a low rate
of insurance on your elevator and con-
tents. The use of fireproof material thru-
out is sure to reduce the number of fires,
as well as the worry and the most of in-
surance.

THE persistent cry for help coming
from the harvest fields indicates that the
blue predictions of the pessimists made
some time ago are not to be realized, but
an opportunity is given the croakers to
speculate on whether the farmers will be
able to save more than 20 per cent of
their small grain.

LIGHTNING continues to emphasize
the danger of building your elevator in
an inaccessible place or of leaving it
without fire protection. Barrels of salt
water and buckets at convenient places in
the elevator have enabled active em-
ployes to save many an elevator from de-
struction by lightning.

PEORIA'S Board of Trade sends a re-
port each month of the condition of cars
containing grain upon arrival to every
railroad entering the city and thereby en-
courages the railway officials to guard the
property of shippers when in transit.
Railway station agents and trainmen could
greatly reduce the losses of grain and
freight due to leakage from cars in tran-
sit. But they will do very little without
specific instructions from superiors.

BUCKET-SHOPS will lead a very
precarious existence in Kansas if the law
which the Attorney General now prom-
ises to enforce will hold. Not only are
fines and imprisonment provided for the
keeper of the bucket-shop and the owner
of the building in which it is operated,
but also for the person who buys or sells
grain stocks, bonds, etc., upon telegraphic
market reports without intending to pay
for or receive the grain or other commod-
ity purchased. Hurrah for Kansas.

WOOD pulleys in elevator heads are so dangerous no fire insurance company making a specialty of this class of risks will issue a policy on an elevator so equipped. Experience has taught them they can not afford to do otherwise, yet some elevator men are willing to tempt fate and place their property in jeopardy by continuing to use wood head pulleys.

ELECTRIC motors are not proving entirely satisfactory in grain elevators, and the fact may develop that they are not suited to the needs of elevator men. One of the plants erected at Omaha this year had its motors taken out, rewound and then reinstalled, yet they refused to start up when the elevator belt was loaded and the house is somewhat handicapped in its work.

UNSPRINKLERED terminal elevators and flour mills in Kentucky must henceforth pay an advance of 20 per cent in the rate for fire insurance. At least that is the dictum of the Kentucky Board of Fire Underwriters so all Kentucky owners of such property must pay it or improve their risks so they will be accepted by the mutual companies making a specialty of these risks.

FIRE was discovered in the coal bin of the Gale Milling Co., at Brighton, Ill., at 3 a. m., recently and extinguished before much damage was done. Investigation developed the fact that it was due to spontaneous combustion. Can the coal in your fuel room burn in the bin without fire being communicated to your elevator? If not better reconstruct it quick before slack coal compels the rebuilding of the entire plant.

TIPPING for cars is not meeting with favor at the hands of the Indiana Railroad Commission. In fact the Commission has acted so promptly in every case presented that trainmen are forgetting their customary desire for two dollars and deliver cars where needed without making any demands. It is to be regretted that more of the state railroad commissions have not been called upon to intercede in behalf of the wud-be shippers before. Shippers wud have obtained more cars, and that, too, without paying tips.

ECONOMY is a virtue if properly practiced. When building an elevator, it is neither virtuous nor economical to dig a 4x6 hole under the structure and call it a basement. This is more often done by contractors than local builders. Your local builder is not afraid to dig. The size of the basement depends upon the amount of machinery to be put into it. But if it is only a boot, it should be made easily get-at-able and have plenty of light. To put a large amount of machinery into an ill-lighted "hole," with a ladder furnishing the only means of access to it, and expect a man to take care of the machinery, is little short of criminal carelessness.

COUNTRY elevator men whose corn cribs are so far from their elevators as to necessitate the shoveling of all corn placed in them should install a good portable dump and elevator; thereby avoiding waste due to careless shoveling and making it easy for farmer to deliver corn to the crib desired. It will be found a drawing card for trade in the corn surplus states.

LATE RAINS have badly stained much of the small grain and so thoroly soaked it that driers and purifiers will be needed to remove the effects of the storms. The farmers who protected their grain from the rain shud be encouraged in their good work by better prices than are paid the shiftless ones who made no effort to care for their grain. When country buyers grade as closely in buying as the same grain is graded when they sell it, farmers will exert themselves to market it in prime condition.

DAMP, musty oats have already caused some venturesome shippers heavy losses, principally because they paid too much for them. They will not grade in any market, hence no buyer can afford to give No. 2 prices for them. The longer they are kept in the car the greater is the chance of their heating, unless they are dried thoroly before being placed in car. By buying this off-grade stuff right shippers may realize a profit from handling it, but the chances for its heating in transit and arriving in unmarketable condition are good. Be careful.

JEROME, the aggressive prosecuting attorney of New York City, is said to be after the bucket-shops and it is to be hoped he will take up the cause of the dupes against these fakers and close them for all time. This week's bull raid of the stock market closed up over 300, run by Al. Adams, ex-convict and gambler, but he and his cohorts will simply default payment and put up a new sign. "Business" may be slow for a time, but the suckers will soon forget the lesson and seek another opportunity to bet on slow quotations and pay the man with whom they bet a commission to hold their money.

BECAUSE some of the grain buyers at stations in the northern part of Madison county, Indiana, happened to be paying about the same price one day recently a couple loud-mouthed agitators raised a cry of "trust" and threatened all kind of prosecution, utterly ignoring the fact that each must pay the same rate of freight and sell in the same market. Grain shippers should not permit themselves to be stampeded by such smart alecks. The laws of neither state, nation or common sense require them to pay more for grain than they can get, minus their profit, neither is it contemplated that they shall hate one another and indulge in perpetual warfare against one another.

THE OFT-REPEATED charge that railroad officials are interested in elevators along the lines they operate is not impossible, but no specific cases have as yet been cited. No doubt grain dealers having large tonnage to offer have worked them for all the favors and privileges obtainable, but who would do otherwise?

RAILROAD lawyers have been glum and looking wise ever since the new Interstate Commerce law was enacted and acting under their advice some roads will profit greatly by following the spirit as well as the letter of the law. No doubt many railroad officials are hysterical and anxious to have test cases brot before the new Commission so as to learn its view of the ambiguous clauses, and if possible to warp their opinion to the carriers side. However, some shippers are alert and have lawyers employed to attend the early sessions of the Commission and guard their interests. As soon as all interested have adjusted their business to the new conditions the new law will no doubt be more in favor than ever.

SHIPPERs are losing much grain in transit because men in charge of loading accept old weak cars and do not cooper thoroly cars which are strong enuf to carry grain to destination. At every Western market grain laden cars are now being carefully inspected upon arrival, but the shortages continue. The report of the condition of cars upon arrival at Peoria which is published in this number, reflects the same condition shown by previous reports to exist at other markets. Western receivers are surely doing their part to reduce the shortages and it behooves shippers to rise to the occasion, inspect cars carefully before accepting them for grain, refuse the many which are thoroly unfit to transport grain and cooper perfectly the others before starting to market with grain.

30-DAY NOTICE OF CHANGES IN INTERSTATE RATES.

One provision of the new Interstate Commerce law which will greatly benefit the grain shippers of the country is that "No change shall be made in the rates, fares and charges or joint rates, fares and charges which have been filed and published by any common carrier in compliance with the requirements of this section, except after 30 days' notice to the Commission and to the public, published as aforesaid."

Frequent and unexpected changes have caused shippers much inconvenience, trouble and loss. Oftimes they have been unable to get cars when needed because an advance in rates had been ordered, and when it did go into effect it more than wiped out their profits.

The rates will change less frequently and it is expected the published tariffs will be simplified so that grain dealers and station agents can understand them and become familiar with what is meant.

FALSE BILLING WILL COST \$5,000.

Next Wednesday, August 29th, the new Interstate Commerce law will go into force and thereafter it will be extremely dangerous for grain dealers to underbill or falsely describe interstate shipments, as the new law provides for a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term not exceeding two years, or both, in the discretion of the court, for each offense.

The new law explicitly provides that any person delivering property for interstate transportation to a common carrier who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of contents or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates in force, shall be guilty of fraud.

Some shippers, by underbilling and false representation, have imposed upon the carriers and undersold their competitors, but henceforth will not dare to do it, even for the chance of a small margin of profit.

POOLING FREIGHT CARS.

At the midsummer meeting of the Indiana Grain Dealers Ass'n a resolution was adopted calling upon the railroads of the country to stop wasting coal and wearing out their freight cars by hauling them empty about the country out of deference to a lot of senseless and impractical rules.

A car service manager who is deeply impressed with the folly of hauling empties about the country simply because the initials on the side are wrong has expressed his views quite pointedly in an address published elsewhere in this number.

It has been estimated by conservative authorities that 25 per cent of the freight car equipment remains idle all the time and the expense of these foolish rules is further increased to the carriers by the necessity of hauling these empties back to their owners or keeping them in idleness until freight is offered to the right territory to permit of their loading.

By pooling freight car equipment the railroads would increase their earning capacity and greatly increase their ability to serve a long suffering public.

EXTENSION OF ARBITRATION.

The Commercial Exchange of Philadelphia is the latest of the grain trade's organizations to amend its rules so as to extend arbitration to differences arising between members and non-members.

Arbitration has proved such a popular method of settling trade disputes that all of the grain dealers' associations now recognize its advantages and strive to enforce its use by members.

The courts of nearly every state have long since recognized the great advantage of having trade differences arbitrated before experts in the line involved and repeatedly have refused to set aside or

even review cases decided by men familiar with the rules and customs of the trade. They have shown a disposition to encourage arbitration in other ways, much to the irritation of shyster lawyers—the buzzards who live on business men's quarrels.

One of the excellent features of arbitration is that the complainant is required to collect all his evidence and perfect his case before taking up the time of the committee, with the natural result that some cases are withdrawn because plaintiff can not make out a case.

The extension of arbitration by the associations and the grain exchanges not only makes it possible to obtain the settlement of claims for a pittance and without worry or prejudice as to future business relations, but it gives the members of the trade a clearer conception of the generally accepted rules of the trade. Let the trade have more extensions of arbitration and fewer lawsuits, thereby materially reducing the cost and friction of business.

CARELESS BILLING.

Little could be added to the strong impeachment of the careless country shipper which was published in the Grain Dealers Journal for August 10, page 157. Our correspondent does not pretend to charge any one shipper with all the carelessness complained of, but he is forced to suffer for all of it and properly impales shippers for their rank carelessness. He can not be blamed for getting out of patience with the shippers, for they place their own interests in jeopardy as well as handicap him in his efforts to promote their interests.

Invoice of shipment should be mailed promptly, so as to give receiver ample time to prepare to meet the draft. A dozen unexpected drafts just before the bank closes often causes the drawee much inconvenience and trouble.

To make an overdraft or even to draw for every cent due on shipment shows a marked lack of confidence in the honesty of the receiver.

A formal certificate of weight will convince those thru whose hands your papers pass that you are a champion of careful business methods. It will help to inspire confidence in you and in your weights.

Use a negotiable shippers order B/L, be sure to endorse it properly and then forward promptly, else you may have demurrage to pay.

Put correct weight and freight rate on B/L and see that railroad agent signs with a pen. So many Bs/L have been forged that receivers, bankers and railroad men involuntarily look with suspicion upon those signed with a pencil or rubber stamp.

Have routing or terminal road shown on B/L so receiver will be able to find shipment before demurrage begins to accrue.

By following closely these few rules shippers will facilitate the handling of their grain at terminals, promote their own interests and greatly assist the receiver to whom they ship.

TOO MANY ELEVATORS.

Two elevators are enough for the average grain station and too many for some. A third elevator may result in chronic overbidding for a time, but as a rule the farmers lose more by the bad failure of the star fighter when the crash comes as it is sure to do. Country buyer can not possibly obtain more than the price ruling in his terminal market less the freight for grain.

The expense of operating three elevators is always more than for two and this expense must be borne by the grain marketed at the station, or by the firms operating the elevators. The average yearly profits of the country grain dealer are so meager he can not long pay more for grain than it is worth without receiving a call from the sheriff, hence the unwarranted increase in the number of elevators at a station simply hastens the day.

With one or two elevators closed—an ominous warning to other fighters—the market is dead and the remaining dealer very properly seeks to recoup losses suffered during the fight. All of which brings no permanent profit to the town or the grain growers.

In the interest of business economy the tendency to build elevators far in excess of a station's need should be checked and the site denied.

SCOOPERS.

Scoopers are making an unusual amount of trouble for the grain elevator men of Indiana and Ohio this season, and as usual depending upon sharp and oftentimes dishonest tricks for their profit. The farmers seem to overlook their real indebtedness to the elevator man who invests several thousand dollars in an up-to-date plant and keeps it open every business day of the year that he may receive their grain without shoveling. They must recognize that it is far safer to do business with the man who has capital invested in permanent facilities and is as greatly interested in obtaining their future as their present business. No scooper ever gave future business a single thought; his study is to catch and skin growers the quickest and easiest. It has always been so, and naturally will continue so long as poverty-stricken scoopers are encouraged or permitted to buy grain and detain grain cars for warehouse purposes. Railroads would demand double demurrage were the elevator men to detain cars as the scoopers are permitted to do.

The receiver and track buyer who solicits or accepts the business of the scooper encourages the irresponsible and disreputable. He promotes his own business interests by refusing to do business with any shippers who have not regularly established facilities, and he places them in jeopardy when he accepts scoopers' shipments. Some receivers refuse to handle the business of shipper whose elevator is heavily incumbered. How can any afford to assist the scooper?

How can any municipality consistently tax the enterprising merchant who invests in permanent facilities for doing business and then permit a transient traveling pedlar of unknown responsibility to come in without the payment of even a license fee and get the business?

The Wheat Market.

By F. S. Rutherford.
The weather is bad, and the wheat in the shock
Is sprouting and damaged Southwest;
But when you look up at the price on the clock
It's dropping, and that is no jest.
They're selling the flour, and they're selling the wheat,
To Europe and people at home;
But the "bulls" aren't the jolliest fellows to meet.
They're solemn wherever they roam.
Russia and India and Argentine, all.
Are said to be short on the crop,
But whether you trade in a "put" or a "call,"
The price of the wheat takes a drop.
The wheat is so plenty, it takes so much coin
To market and carry the stuff.
There's nothing else goes be it ever so "folne,"
And the "bulls," they're crying, "enough."

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

HEAVY WHEAT CROP HAS INCREASED CAPACITY OF TANKS.

Grain Dealers Journal: The system we use at our mill here for buying wagon wheat on account of the superb quality of the wheat of this crop this year is of little force. The "system," so-called, was one for cleaning and testing wheat received from farmers before weighing, and fixing the value by schedule prearranged. For the past several years it worked very nicely and advantageously to us, and at the same time to the satisfaction of the farmers, but now with 99 per cent of our receipts going 59 lbs. or better it is of no consequence.

As an instance of the exceedingly fine quality of wheat in our territory this year I can cite a curious instance. We have at our plant a number of iron tanks for the storage of wheat, and these tanks were built originally to hold 50,000 bus. of wheat each. During the past ten years we have had them full of wheat repeatedly, but never from our records have we found that when they were full they contained more than 47,000 to 48,000 bus. We filled these tanks again last month from this year's crop and after we had gotten them full to the roof we found that each of them contained a little more than 50,000 bus. We at first thought a mistake had been made in our accounts, but on second thought we recalled that every bushel of wheat that had gone into the tanks tested from 60 to 62 lbs. to the bushel, so you can see the difference was very easily accounted for. Yours very truly, T. S. Blish, Seymour, Ind.

THE "SCOOP SHOVELER" VS. THE "COUNTRY ELEVATOR."

Grain Dealers Journal: The term "scoop shoveler" has been applied to a person without capital invested in elevator facilities, who temporarily or permanently, as his fancy dictates, buys grain from farmers when weather is favorable and cars plenty, and scoops or otherwise laboriously loads from wagon into cars on track, in competition with the regular elevator man, who has more or less money permanently invested in a convenient and fast-operat-

ing plant, on which taxes are assessed in support of the township, county, and state in which located.

Considerable expense is incurred annually by the elevator man in repairing wear and tear and maintaining his elevator, not counting regular salaries all the year round of one to three men, depending on the volume of trade offered.

The elevator is ready at all times to pay a fair cash market price for all offerings delivered, the date and hour being at the option of the farmer.

In case grain is not in fair, merchantable condition, owing to being shrunken or unclean, the elevator's cleaning facilities are at hand to improve it and get the best possible results for all concerned, including the farmer.

In case of absence or scarcity of cars, the elevator pays for and stores the grain, at its own risk, till such time as cars are available.

It has been said that "the workman is worthy of his hire," and it follows that an elevator cannot be maintained with the attendant expenses, to which I have referred, without a reasonable margin of profit to cover expense of operatives, wear and tear, depreciation of plant, interest on investments in elevator and grain.

As to what is a reasonable profit, I would state that the expenses covering grain shipped from Moffitt and landed and sold in Toledo elevators are on wheat, 33½¢ to 4¢ per bushel; corn, 3½¢ to 3¾¢ per bushel; oats, 2½¢ to 2¾¢ per bushel. This does not take into consideration any possible loss from short weights due to cars leaking in transit from faulty loading, or from wrecks, or for off grades due to shippers having estimated grain to be of a higher grade than was determined by the official inspection at Toledo. These expenses cover freight, elevation, insurance, inspection, and commissions at Toledo, but not interest on money invested while in transit. The difference between the price obtained in Toledo compared with price paid farmer, after adding expenses of freight, etc., to which we have referred, shows gain or loss to the shipper.

With the close competition in Northwestern Ohio for farmers' grain among elevator owners, owing to the large number of elevators and limited territory from which to draw for each elevator, an unreasonable margin for profit is out of the question, provided correct weights and inspection have been rendered, both at country stations and Toledo, and no shrinkage occurs from leaky cars or drying out of new grain. Jap. Dukes being a good authority on this phase of the subject, please refer to him for corroboration.

A few have said, "We will patronize the scoop shoveler in preference, as a reward for increased competition," but, as a rule, we Americans favor a square deal and want things fair to all, and is not the scoop shoveler unreasonable and unfair competition? General boycotting of elevators in favor of scoopers would mean abolishment of the former and adoption of the latter system, which might be compared to substituting for the modern reaper and mower the old gray-whiskered cradle and scythe. As to service and methods at the Moffitt elevator, fair investigation and honest criticism are challenged and invited, covering present ownership and management, in personal interviews at elevator or at Toledo office.

During last June and since, the foxy scoop shovelers from Findlay, Bowling Green, Custar and Moffitt quietly bought some ear corn by paying a little more per

bushel of 68 lbs. than elevators were bidding per bushel for shelled corn; but most of the ear corn would require but 64 lbs. to make a bushel of shelled corn, so that instead of getting more money for good ear corn, as they believed, farmers took less than elevators were bidding on a basis of shelled corn. We believe in calling things by their right names and in calling a spade a spade; we have the names of the elevator men who are working in conjunction with and favoring the scoop shovelers, and unless the practice is discontinued we shall publish the names. These despoilers of their own nests, being birds of one feather, will probably soon flock together in a class by themselves if they do not sit up and take notice that scoop shovelers are passing.

It seems true that "all of the people can be fooled part of the time and part of the people all of the time, but not all of the people all of the time." Respectfully, H. W. DeVore, owner of elevator, Moffitt, O.

Supervision of Weights and Condition of Cars.

By C. C. MILES.
Chairman Committee on Weights and Measures, Peoria Board of Trade.

Supervision of weights has been talked and written about so much that the average man grows a little tired and hardly takes time to read or hear just what there is to it. It is not my intention to go into the matter in a way that will be wearying but simply to state in a few words, results that ought to be of value to the shipper of grain.

Within two years past, nearly every Western grain market of importance has adopted a Bureau for the Supervision of Weighing and Condition of cars when set for unloading or loading. The Peoria Board of Trade put into actual operation such a Bureau on June 1st. It is conducted under the direction of the Committee on Weights and Measures.

The force consists of a Chief Supervisor, whose duties are general, at least one Assistant Supervisor at each elevator and grain consuming industry in the City of Peoria, (this does not include the Pekin distilleries, nor Glucose Company's plant), whose duties include the careful examination of the physical condition of cars when set for unloading, with a view of determining beyond any possibility of doubt whether or not cars are properly sealed, whether in good or bad order and whether or not actually leaking, also to see that all grain is taken from cars, the condition of scales and actually seeing the grain weighed by a sworn Board of Trade weighmaster.

Certainly, every point that may be in the interest of the Western grain shipper and also the Eastern or Southern buyer, is looked after with the greatest care. We know absolutely that the work being done by the Peoria Bureau is well done. So far as the weighing is concerned, it is done correctly.

Shortages, however, cannot always be charged to incorrect weighing. After sixty days trial it has developed that a large proportion of cars unloaded were not in proper condition to be loaded with grain and a large proportion were actually leaking when set for unloading. The record for June and July is quite startling. Here it is:—

Total cars supervised (unloaded).....	2,368
Reported in good condition.....	1,655
Reported leaking account bad order.....	524
Reported leaking at grain doors.....	137
Reported bad order (not leaking).....	52

These figures do not include cars improperly sealed, of which there were 276

with one or more seals missing. The record clearly shows that shippers loaded many cars not suitable for carrying grain safely to market. It suggests that the several railroads should send a fair proportion of their box cars to the repair shops. It should be a warning to the man who loads the grain to look out for cars with leaky sides and ends, for rotten or defective door posts, for holes at the king bolt and near draw bars, for weak, decayed and insufficient grain door lumber; in short, to be as careful of his grain as he is of his dollars.

"Smile" and the world smiles with you,
"Knock" and you go alone;
For the cheerful grin
Will let you in,
While the kicker is never known.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

STARTING GASOLINE ENGINE.

Grain Dealers Journal: How do you start a gasoline engine without turning the wheel three or four times?—C. N. Bates, agt. Western Elevator Co., Osage, Ia.

LENGTH OF TIME TO CHARGE INTEREST ON ADVANCES.

Grain Dealers Journal: I am surprised that a business man of the capacity of Edwin Beggs should write such a letter as appears in the Journal of Aug. 10, page 157. His question is all right: "What is the length of time for us shippers to pay the commission firm interest on our drafts which are attached to B/L?" But he then proposes to answer the question in a way that sounds queer.

I would say that the same rule should hold good on a shipper who borrows money on a B/L as on any other borrower. When we borrow money of a bank or of an individual and deposit collateral I pay interest until I pay back the money.

When Mr. Beggs makes a sight draft on a commission man and attaches a B/L to it as collateral he expects that draft paid on its presentation and the commission man is out of his money, which he has loaned to Mr. Beggs until that grain is received, sold, delivered (not inspected) and collected for, at which time interest should cease.

Mr. Beggs employs the commission merchant as his agent to handle that grain for him, for which he pays a commission, and asks the commission man to loan him money upon this grain until he sells and collects the money for it. Mr. Beggs has bot that grain at a price that he thinks will pay him a profit after paying freight, interest and commissions. The commission merchant is at a heavy expense to enable him to handle this business to the best interest of Mr. Beggs, and all he gets out of it is the regular authorized commissions, from which to pay his expenses and support his family. He earns it all.

The interest is a legitimate and honest charge and the commission merchant earns all he gets without furnishing the

shipper capital to buy the grain.—I. P. Rumsey, Chicago, Ill.

INTEREST CHARGE ON ADVANCES.

Grain Dealers Journal: The rules of the Board of Trade of Chicago are the outgrowth of years of experience and were adopted only after careful consideration. The members of the Ass'n can not live at the expense of their clients; they must and do render a fair service in time, talent and responsibility, or their market will die.

After years of trial they fixed a schedule of prices which they regarded as a fair return for service rendered shippers in receiving, selling and accounting for grain consigned to them. Under the laws of "Agency" the exercise of due diligence is the measure of their liability, but no Chicago commission merchant has ever allowed his shipper to suffer for the failure of a buyer to pay for property sold on commission; they have always considered the assuming of such risks as a part of the services rendered.

Experience has also taught them that the employment of their capital by the shipper in the handling of his property must be paid for by him or their business as commission merchants becomes unprofitable—and the firm that continues to do business at a loss is unsafe and sooner or later its customers will discover this to their cost. The houses that have survived the many shocks that the grain trade has experienced during the last quarter of a century are those who have always demanded a fair return for their services. That the members of the Chicago Board are handling business as cheaply as any other responsible merchants will do it is shown by the fact that they are getting their fair share of the trade.

Now as to the case of Mr. Beggs, stated in the Grain Dealers Journal, page 157. In selling grain f. o. b. his track he makes or contract the terms of which he understands when the contract is made. One of the conditions of the trade is that the value of the grain shall not be due and payable until the property is unloaded and weighed—that if he wishes to discount any part of this value he may do so by paying interest thereon at the rate of 5 per cent. Whether the time be a day or a month Mr. Beggs should abide cheerfully by the terms of his contract and he will find as a rule grain buyers are not over anxious to delay unloading cars upon which they have advanced money—they must keep their capital turning over and over in order to make a profit.

And now a word of advice—If you are consigning grain for sale, draw on every shipment and pay interest on your drafts; this is a wholesome thing for both you and your commission merchant. If you have idle money that ought to be earning tion outside of the question of risking interest, treat that as a separate proposition the value of your grain consigned for sale to any man.

Competition for trade will compel every receiving house to make strong efforts to secure prompt unloading and payment for cars sold by them—the firm that is slow in making returns will surely lose its customers—and the buyer who becomes notoriously slow in unloading will work to great disadvantage and inevitably go to the rear.

In practice buyers charge interest up to the date of unloading and receiving houses charge for 24 hours after date of

unloading as that time is required to get return of weights and collect for property.—A Receiver.

PROPER SPACING OF ELEVATOR CUPS.

Grain Dealers Journal: I would like very much to hear from some one who knows what the proper spacing of elevator cups on different size elevator head pulleys should be in order to insure delivery of all grain elevated into spout and not down the legs. Theory or hearsay evidence has been accepted and found to be worthless. For this reason I am very anxious to know the results attained by those who have made careful experiments.—Jno. Rice.

MILLS GRINDING DURUM WHEAT?

Grain Dealers Journal: Are there any mills that are making use of or grinding exclusively durum or macaroni wheat? There is a considerable quantity of this wheat grown in this state. Any information will be highly appreciated, as this class of wheat is not in demand from the mills in this part of the country.—F. C. Ayres Mercantile Co., Denver, Colo.

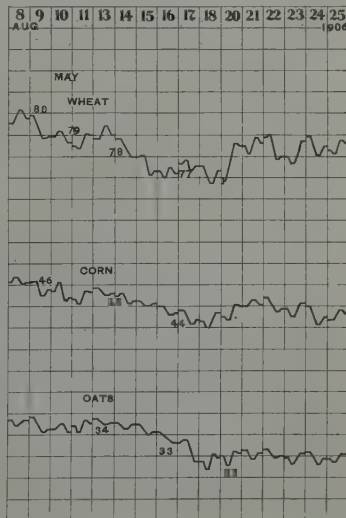
Ans.: Among the mills grinding durum wheat are Farmers Mill & Grain Co., Milnor, N. D.; Foulds Milling Co., Cincinnati, O.; W. H. Smith, Wray Mills, Wray, Colo.; B. F. Hottel, Lindell Mills, Fort Collins, Colo.; Sorenson Milling Co., Lisbon, N. D.; Barnesville Roller Mills, Barnesville, Minn.

The Honest Weight League recently started by Southwestern millers comes like a flash of lighting out of a clear sky to grain shippers who have long bragged on the good weights on grain sold to millers.

The operation of any brokerage house dealing in futures has been prohibited by the city council of Birmingham, Ala., in an ordinance passed Aug. 15, in response to sentiment following the defalcation in a local bank.

Chicago Prices

The opening, high, low and closing quotations of wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Aug. 27 are given on the chart herewith.



Grain Elevator of Largest Milling Plant in Canada.

The new milling plant of the Western Canada Flour Mills Co. at St. Boniface, Man., which is said to be the largest in the British Empire, was formally opened Aug. 9, with brief speeches by Premier R. P. Roblin, G. J. Bury, general supt. of the C. P. Ry., Geo. H. Shaw, traffic mgr. of the C. N. Ry., Capel Tilt, pres. of the Winnipeg Grain Exchange, and Senator Kirchoffer.

Pres. A. Kelly of the company began with a few remarks, and Premier Roblin pressed the button that set the machinery in motion. Solid and liquid refreshments were dispensed.

The plant, as shown in the engraving herewith, comprises a mill of 4,000 barrels daily capacity, flour warehouse, 10 concrete grain storage tanks and a 75,000-bu. working elevator. The location at St. Boniface is a few miles from Winnipeg on a site of 35 acres between the Canadian Pacific and the Canadian Northern Railroads, which give splendid shipping facilities. The grain tanks are the first concrete bins to be constructed near Winnipeg. The construction of a number of additional tanks is contemplated.

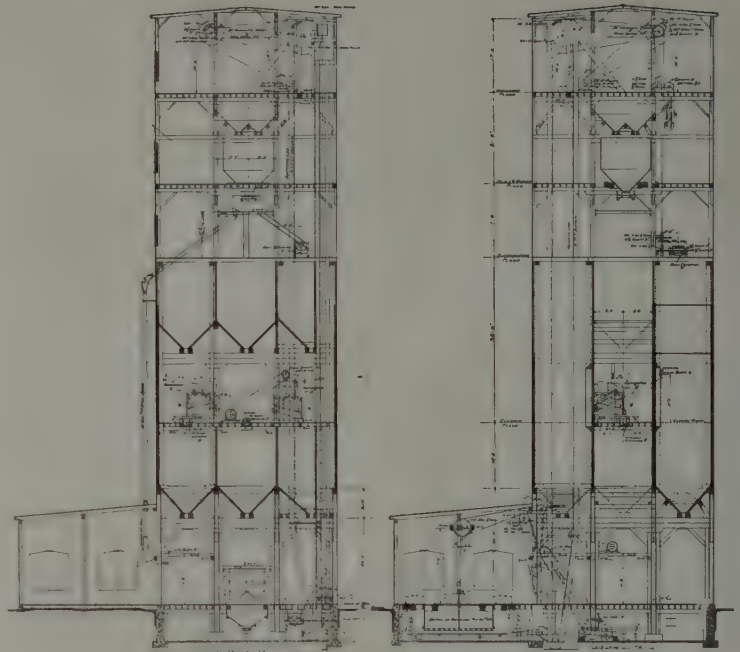
The handling of grain is more perfectly provided for than is customary in connection with milling plants, even of large size. The extensive lines of country elevators which the company will operate require first class terminal facilities for cleaning and rapid handling. The company has built and has under construction many country elevators in Saskatchewan.

The 10 concrete tanks are arranged in two rows, 5 in a row, communicating with the working house by 30-in. belt conveyors, one running from distributing floor to tops of tanks and one from tunnel under tanks to boot of shipping leg in working house. Grain is taken from under tanks by a 24-in. belt conveyor, running 750 ft. per min. to a mixing garner in basement of working house. The tanks are 22 ft. 8 in. inside and 24 ft. outside diameter, with 4 interspaces, which are shown in foundation and floor plans in the engraving herewith.

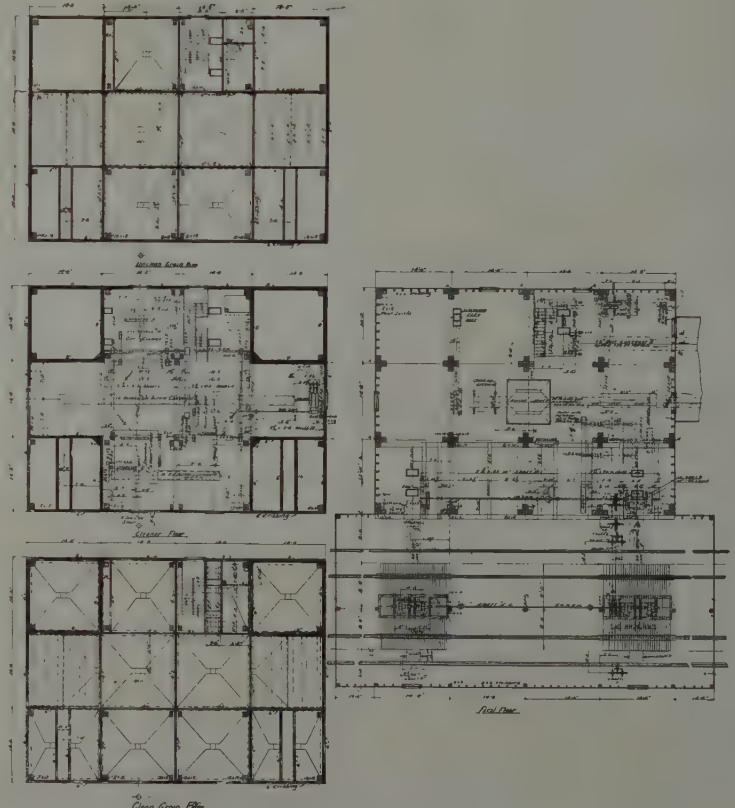
In the working house the cleaning machines are given a choice location with reference to the flow of grain. A cleaner floor is built in the space usually occupied by bins, 42 ft. above the ground floor. Only enuf of the bin space is taken away to house two No. 10 Invincible Wheat Cleaners and one No. 10 Invincible Oat Cleaner, the four corner bins extending all the way up from ceiling of work floor 80 ft. From the foundation there extend thru the cribs and to the studded upper floors 16 12x12-inch timbers at the corners. The working house is 56x42 ft. and 135 ft. high to top of elevator leg. The adjoining car shed is 32 ft. wide. The studding of the walls of the distributing, scale and machinery floors is 2x6 covered with 1-in. sheeting and iron siding. The cribbing is of 8-in. and 6-in. stuff.

Grain is unloaded on two tracks 16 ft. apart, centers, into sinks that will accommodate four cars at one shifting. Two 30-in. belt conveyors carry the grain to the boots of the two receiving legs. On the opposite side of the house are two stands of elevators, one for screenings and one for shipping, the latter having 18 x7 buckets.

Cars are reloaded on the inner track thru a 10-in. spout of No. 14 steel, ending in a Sandmeyer Bifurcated Spout. Under the cleaner floor are two conveyors,



Cross Sections Thru Working House.



Plans of First Floor, Cleaner Floor, and Bins of Working House.

one of them a 16-in. screw and reversible, to fill the clean grain bins.

Electric motors drive separately the machines on each floor, except that the belt to tanks is driven by 4 strands of $\frac{7}{8}$ -in. rope from top floor. Here a 75-h.p. motor drives the two receiving legs and the belt to tanks, while a 35-h.p. motor drives the shipping leg and screenings elevator. On the scale floor are three 800-bu. hopper scales; and a stairway communicates with floors above and below, in addition to the main stairway on the opposite side of the house, next to the passenger lift.

All of the buildings composing the plant were erected by James Stewart & Co., who also designed and built the grain elevator. The engravings herewith represent foundation and floor plan of tanks, two cross sections thru working house, first floor plan, cleaner floor plan, and plans of clean and unclean grain bins.

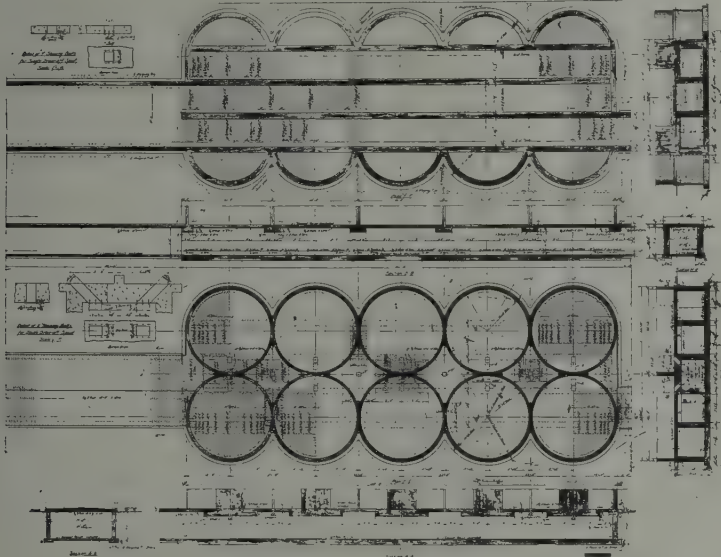
Those immediately connected with the enterprise are all well known to the grain trade. The leaders are Pres. A. Kelly of Brandon, S. A. McGaw of Goderich, Ont., and Parrish & Lindsay of Winnipeg. In planning this mill the owners have availed themselves of the very

best advice to the end that its equipment should be the best of its kind. The Western Canada Flour Mills Co. already has an established trade, with its smaller mills at Goderich and Brandon, and the total output of its mills now is 6,200 barrels every 24 hours.

Hull, Eng., is losing trade in linseed oil cake on account of the bonus given German seed crushers by the German government on oil exported to England.

A member of the Massachusetts legislature recently was expelled for an alleged attempt to bribe three fellow members to vote against the anti-bucket-shop bill.

Persons who desire to manufacture distilled spirits for any purpose must comply with all of the provisions of the law relating to the setting up of distilleries and the operation of same. The distillery must be constructed in the manner now prescribed by the law and the regulations. The usual distiller's bond must be given; the distillery must be surveyed by a duly authorized officer; a distillery warehouse must be established; a storekeeper-gauger or a storekeeper and a gauger must be assigned to duty at the distillery; the product must be entered in distillery bonded warehouse, and, in fact, all of the provisions of the law relating to the setting up and the operation of registered distilleries, the manufacture of distilled spirits at such distilleries, and the depositing of such spirits in distillery bonded warehouse must be complied with. The new law simply provides that alcohol, of such proof as may be determined, may be withdrawn free of tax provided it is denatured after it is so withdrawn in such manner that it can not be used as a beverage or in the manufacture of liquid medicinal preparations.—Robert Williams, Jr., Acting Commissioner of Internal Revenue.



Foundation Plan of Concrete Tanks.



Working House, Concrete Tanks, Mill and Warehouse of Western Canada Flour Mills Co., at Winnipeg, Man.

Time Limit for Claiming Damage to Shipment.

The question whether five days was a reasonable limit of time in which to file claim for damage to freight recently was decided by the Court of Appeals at Kansas City, Mo., in reversing the decision of the circuit court of Jackson County.

A. Freeman shipped two cars of corn from Kansas City to Louisiana. One car loaded with 44,000 lbs. bulk white corn was turned over to the Kansas City Southern Ry. with notice to hold for sacking on Feb. 19, but was not switched to the sacking track until Feb. 24. The corn was then sacked by Freeman, and the car released to the railroad, which discovered it to be overloaded and on Feb. 28 reloaded into another car. The shipment did not leave Kansas City until March 2, and it arrived at New Iberia, La., the destination, on March 11.

Consignment was shipper's order, notify Davis & Scharff. Upon receiving notice the latter informed the agent that they would take the shipment as soon as they had room in their warehouse. Notice was repeated again and again, and on March 25 the buyers informed the agent of the railroad that they would refuse to accept the shipment, on account of the crowded condition of their warehouse.

The bank at New Iberia wired shipper March 27 that buyers had dishonored draft. In response to telegram from Freeman asking why draft was refused the buyers replied the same day "Corn is heating, rotten, and not worth the freight." On March 29 Freeman had the corn inspected by a merchant at New Iberia, who advised him of its worthless condition, and on Apr. 3 Freeman filed claim against the railroad for damages. Payment was refused by the railroad under the following clause in the B/L:

"It is further agreed that all claims for loss and damage to freight transported hereunder shall be made in writing by consignors or consignee to the auditor of this company, or the station agent of the delivering company at the point of destination, within five days of its arrival there and, that if such notice or application is not so given or made, this company shall not be held liable for any loss or damage to said freight whether same is occasioned by the negligence or fault of this company, or otherwise; failure to give such notice being deemed a waiver and surrender of any such claim for loss or damage."

The corn was in good condition the day it was sacked. One witness testified that the car had a leaky roof. The weather was warm and rainy. The second carload was two weeks in transit from Kansas City to Opelousas, La., and was heated, mildewed and stained in the middle of the sacks. Claim for this loss on car also was made more than five days after arrival. The court said:

We do not think the shippers have excused themselves for their failure to give the notices. Their argument that they moved with all reasonable expedition to acquaint themselves and advise defendant of the nature and extent of the damage when they learned that they had been damaged does not fill the measure of their own duty. Speaking from the facts relating to the first shipment, plaintiffs knew that sending corn at that season into a warmer climate, under the weather conditions then prevailing, subjected it to risk of being injured even when carried with due care, yet they negligently failed

to provide for its prompt reception when it arrived at destination. As consignees, it was their duty to be on hand ready to receive it. Hutchinson on Carriers, Sec. 386.

So far as the relation between plaintiffs and defendant is concerned, the vendees at New Iberia may properly be treated as the agents of plaintiffs to receive the corn. They permitted it to remain sealed in the car for two weeks without any inspection. How can any reasonable person say how much damage the corn received from the injurious processes that must have been in operation during that period? If this fact cannot be known, neither can any tell the extent of the damage that had accrued when the car reached its destination. The facts of this case pointedly exemplify the wisdom of the rule that sustains a regulation of this character. With the corn sealed in the car and concealed from view, defendant did not and should not be expected to know its condition on arrival. It had no opportunity to investigate and protect itself; while, on the other hand, plaintiffs who were constructively present in the persons of their agents, the consignees, had the means of immediately informing themselves of the condition of the corn and negligently failed to use them. That the time prescribed was sufficient is shown by the fact that in two or three days after plaintiffs received notice of the non-payment of their draft they knew of the full extent of their damage. It thus appears that their own neglect to provide for a prompt inspection of the corn on arrival at its destination was the sole cause of their failure to present the claim in time, and that this neglect of their duty prevented defendant from exercising a reasonable contract right.—93 S. W. 302.

Brazil has reduced the duty on flour and many other American exports 20 per cent.

Grain elevation charges may be abolished. They should be. It will take time. Railroads deliver all other kinds of freight without any extra expense, why not grain?—C. A. King & Co.

Elevators at Tipton, Ia.

Tipton, Ia., the prosperous county seat of Cedar County, affords two elevators. One is owned by L. H. Damman and operated by Albert G. Arp, who has managed it successfully for several seasons past. This plant is located on an extension of the Rock Island system, and altho a small plant, it is well arranged and every inch of space is utilized for storage. The office is opposite the driveway, and underneath it is the engine room, where a 15 h.p. International supplies all the power needed to elevate the grain into bins or loading spout.

At the other side of the city, on a branch of the Chicago & Northwestern, is the elevator owned by the J. McCoy Estate and managed by Perry Leatherberry. The Northwestern for many years afforded the only outlet for grain from this point. This house is well equipped with driveway, dump and machinery, the office being on the working floor of the elevator proper.

Exports of Breadstuffs.

Our exports of breadstuffs for the 7 months prior to Aug. 1 included 17,266,000 bus. wheat, 77,751,000 bus. corn, 22,767,000 bus. oats, 929,000 bus. rye, 8,656,000 bus. barley, and 7,596,000 bbls. wheat flour; compared with 770,627 bus. wheat, 38,374,000 bus. corn, 5,266,000 bus. oats, 56 bus. rye, 4,879,000 bus. barley, and 4,541,000 bbls. wheat flour for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

For July corn fell behind the corresponding month a year ago, while the exports of wheat increased from 185,000 to 2,442,000 bus. for the month. This is a larger per cent of increase than that made by flour, tho the value of flour exceeds that of the wheat sent abroad. The total value of all breadstuffs exported during the 7 months prior to Aug. 1 was \$100,244,000; against \$66,211,000 for the corresponding 7 months of 1905.



L. H. Damman's Elevator at Tipton, Ia.

Pooling of Equipment to Keep Down Movement of Empty Cars.

[From a paper by Mr. Cavanagh, Superintendent of Car Service of the Big Four.]

The principle of the old Chinese axiom in regard to farming—"A maximum amount of produce from a minimum amount of ground" may appropriately be applied to the handling of freight cars and made to read—"A maximum traffic with a minimum equipment."

Almost every one who has spent any time in our large railroad yards or travelled on our principal railroads has noticed the movement of freight cars of similar class, size and capacity, or approximately so, in both directions on the same or parallel roads, caused by the present method of car handling.

No man with railroad experience will admit for a minute that the handling of freight cars in accordance with marking, ownership or initial is up to date or conducive to the best economical results. This is borne out by the fact that every large railroad or system today composed of two or more divisions or consolidation of small lines have obliterated the individual markings and substituted the one set of initials or ownership.

Let us consider, for a minute, the Illinois Central Railroad with cars marked "Dubuque & Sioux City," "Chicago, Madison & Northern," "Chicago Division," "Champaign Division," "Freeport Division," "P. D. & E.," "Y. & M. V.," "N. O. J. & N.," "Champaign, Havana & Rantoul," etc., then imagine a Division Car Distributor on each one of these separate lines or divisions handling and distributing exactly as the individual roads are doing or trying to do today with the multiplicity of foreign cars handled on each road. With such conditions governing on the Illinois Central Railroad they could not care for one-half the tonnage that they are now handling with the same amount of equipment; then consider the switching, empty mileage, train mileage, the rendering of per diem reports, checking per diem reports, tracing, and other expenses in the operation of such a system.

The railroads comprising the Pennsylvania Lines, the New York Central Lines and the Burlington Route have seen the folly of handling equipment except under a general pool; in fact, under existing conditions governing the movement of traffic the past two years we have practically had a physical car pool of all freight cars without any recognized authority to equitably control and manage the same. This was prophesied when the per diem and penalty rules were put into effect.

I have the honor of being a member of the Car Service Committee of the Association of Railway Transportation and Car Accounting Officers, and Chairman of the sub-committee on Freight Car Distribution of the same Association, and in this committee's report to the annual convention the following is an extract therefrom on this subject:

Your committee is of the opinion: That the volume of traffic tendered railroads for movement during the busy season, in connection with the limited facilities for transferring at junction points, and the large capacity cars used, tends to compel the road originating the traffic to allow its cars to go through to destination and

Whereas, The roads receiving and disposing of such cars and traffic, disregard and fail to carry out the obligations of rules Nos. 1, 2, 3 and 4 of the Code of Car Service Rules, which were adopted to protect the car owners in the proper return of their cars and

Whereas, At present the uniform practice is to divert foreign cars when necessary to avoid penalty per diem charge, or to protect any traffic offering and

Whereas, It is impossible for the car owners to detect all diversions of their cars on other roads, and that a rule imposing a penalty for car diversion would afford an opportunity for the road diverting equipment to justify its action, and

Whereas, It is to the mutual advantage of railroads to move traffic from the point of origin to destination without breaking bulk, hence the requirements of traffic should control the use of equipment.

Therefore, your committee would recommend that immediate action be taken to devise a means whereby the car owners will be protected in the prompt and proper return of their cars, or afforded an equal exchange of cars as between the delivering and receiving roads.

In view of the foregoing, your committee would offer the following resolution, viz:

Resolved, That the report of the Committee on Car Service of this Ass'n rendered on Subject CS 9, be transmitted to the Committee on Car Service of the American

Railway Ass'n as the finding and recommendation of this Ass'n.

In my opinion cars should be handled as legal tender or "Car for Car" and settlements for the use of car hire can be made daily, weekly, semi-monthly or monthly without the expensive per diem reports, checking discrepancies, correspondence, arbitration committees, etc. Every restriction placed on a car retards its movement, whether it be for home route, for load, or for transfer. Many of our members undoubtedly know instances where they have been on the road riding local or way freight where from half an hour to several hours have been lost "digging out" some special marked car or cars, whereas the first cars on the track would have answered the purpose and saved unnecessary switching.

I will prophesy that if the Railway Transportation & Car Accounting Ass'n, through the American Railway Ass'n, does not put in some pooling scheme in the near future that laws will be enacted compelling common carriers having cars in their possession to treat same as though such cars bore the marks of the possessing lines; therefore, let us anticipate or head off any necessity for compulsory action by voluntarily doing it to meet trade and economic conditions.

This can be easily accomplished by adopting fair rules to all where cars will be exchanged without regard to ownership or marks, and with it will follow also the pooling of freight car repairs, thereby insuring an improved physical condition of all equipment in the country. Consider the results of such a scheme:

- (1) Economy in operation, handling, distribution and switching;
- (2) Greater availability and consequent increased performance of car supply;
- (3) Economy in maintenance;
- (4) More rapid standardization of all equipment;
- (5) Saving in expense of carrying a multiplicity or varieties of parts or materials for repairs;
- (6) Consequent reduction in empty car mileage, train mileage, switching and trackage.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 189,657,000 lbs., valued at \$3,489,000; was exported during the crop year past; compared with 175,250,600 lbs., valued at \$3,206,800, for the preceding crop year.

Corn oil amounting to 3,833,250 galls., valued at \$1,172,200, was exported during the 12 months prior to July 1; compared with 3,109,000 galls., valued at \$891,000, for the preceding crop year of 1904-5.

Corn oil cake amounting to 48,421,000 lbs. was exported from the United States during the crop year of 1905-6; compared with 24,171,000 lbs. exported during the corresponding 12 months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

In drying grain the operator should bear in mind that the drier the grain gets the greater the degree of heat it will bear. Grain containing much moisture must be dried at a low temperature at first, until part of the water has been removed, after which the heat may be raised to a higher degree. A good circulation of fresh dry air at a moderate temperature will avoid the cooking effect that kills the germ.



The J. McCoy Estate Elevator at Tipton, Ia.

Crop Reports

Canada.

Winnipeg, Man.—Excessive heat the past week has done immense damage to crop in Canadian west and North Dakota. We estimate the average yield around 18 bus. per acre; and the present crop conditions indicate from 85,000,000 to 89,000,000 bus. of wheat in the three provinces. Rust did no serious damage.—Campbell, McLean & Co.

Winnipeg, Man.—The crop yield in Manitoba, Saskatchewan and Alberta was estimated by the Northwest Grain Dealers Ass'n on Aug. 15 to be: Wheat, 4,495,000 acres at 19.4 bus. per acre, 87,203,000 bus.; oats, 1,838,000 acres at 41.2 bus. per acre, 75,725,000 bus.; barley, 546,000 acres at 31.1 bus. per acre, 16,980,600 bus.; flax, 55,650 acres at 12.4 bus. per acre, 690,184 bus.; wheat of old crop in farmers' hands to market, 510,000 bus. Weather conditions for harvesting have been perfect with the exception that perhaps it has been too hot. 60 per cent of the wheat is cut and will practically be all completed the end of next week if this weather continues. There has been considerable shrinkage in the average yield of wheat through the hot winds and extreme hot weather during the last two weeks, but there is still a splendid crop in all provinces.—Frank O. Fowler, Secy.

Idaho.

St. Anthony, Ida.—Our irrigated wheat, oats and barley ripens very irregularly, but we will have a larger acreage cut this year than ever, and the yield will be as large as we have ever gathered. Our acreage of winter wheat is increasing each year. This year it constitutes about 10 per cent of the total, but next year we look for an increase of 50 per cent in its acreage. Our inquiries for winter wheat seed have been numerous of late. The farmers sow it about the first of August and it is always well protected by the heavy snowfall. The average yield of winter wheat this year will be 35 bus. to the acre, of spring wheat 40 bus. to the acre. Our oats will average 80 bus. and barley 45 bus. to the acre. Barley constitutes about 10 per cent of our small grain acreage and most of it is used for feed.—J. W. Miller.

Illinois.

Lincoln, Ill.—Corn hurt 10 per cent of a full crop.—Gordon Mill & Grain Co.

Roanoke, Ill.—Corn is fine and oats have averaged 38 bus. per acre.—J. F. Wrenn.

Lexington, Ill.—Oats will average 40 bus. Will make 85 per cent of a crop of corn.—S.

Peoria, Ill.—Everything going well. Oats are mostly grading No. 3 white.—J. S. Boock.

Ritchie, Ill.—Oats in this locality are badly stained on account of too much rain.

Prentice, Ill.—Oats made 25 to 30 bus. Corn will make 65 per cent of crop.—Adkins Bros.

Green Valley, Ill.—Oats have averaged 22 bus. and corn will make 80 per cent of a full crop.—Barker Eltr. Co.

Cazenovia, Ill.—Oats averaging 35 bus. per acre. Growing corn outlook is very promising.—Bachman Bros.

Peoria, Ill.—Oats averaging 30 bus. at my 5 stations, and farmers are not selling very freely.—C. H. Feltman.

Ocoya, Ill.—Oats averaged 30 bus. per acre. Corn is hurt 20 per cent of last year's crop.—Farmers Eltr. Co.

Mason City, Ill.—Oats have averaged 25 bus. per acre, and corn will make 80 per cent of a full crop.—F. M. Hubbard.

Harness, Ill.—Oats around here and San Jose have averaged 30 bus. per acre. Corn will make 80 per cent of a full crop.—S.

Washington, Ill.—Oats averaged 30 bus. per acre and threshing is done. Corn is hurt 10 bus. per acre.—Ellis & Wagner.

Ashland, Ill.—Oats averaged 30 bus. per acre at all our stations. Corn will make 75 per cent of a crop.—Elmore & Lemmon.

Middletown, Ill.—Oats average between 30 and 35 bus. per acre; crop being 30 per cent short of a full crop. Growing corn is cut short 40 per cent of a full crop. Wheat was fine, averaging 28 bus. per acre. This

station will ship 20,000 bus. of wheat.—Middletown Grain & Coal Co.—S.

Lowpoint, Ill.—Oats will average 32 bus. Timber corn is very poor; prairie corn is hurt 20 bus. per acre on account of drouth.—S.

Sinclair, Ill.—Oats averaged 30 bus. per acre. They were of fine quality. Corn will make 60 per cent of a crop.—T. N. Fox.

Washburn, Ill.—Oats will average about 30 bus. per acre. Growing corn is hurt a good deal because of being fired.—Moschel & Robbins.

Croft, Ill.—Oats will average 30 bus. Growing corn is hurt so that only about 75 per cent of a full crop will be secured.—J. H. Meyers.

Metamora, Ill.—Oats will average 35 bus. per acre. Corn prospects have been improved because of a very heavy rain recently.—J. R. Wagner.

El Paso, Ill.—Oats have averaged 30 bus. per acre. Corn is very uneven, being very poor north of town and very good to the south and east.—S.

Secor, Ill.—Oats averaged 30 bus. Prospects are good for a large corn crop. Some complaint of grub worms in the corn.—R. J. Stephenson, mgr. for P. A. Felter.

Oakwood, Ill.—The late rains have brot the corn crop out wonderfully and this station will have a large crop to handle this fall.—C. S. Trimble, agt. B. B. Minor.

Jerseyville, Ill.—Oats made 25 bus., were very poor and are all sold out of the county. Wheat was fine and corn will hardly make 50 per cent of a crop.—National Milling Co.

Elkhart, Ill.—Oats averaged 35 bus. per acre, which is better than for 2 or 3 years. Wheat averaged 25 bus. per acre and corn will make 60 per cent of a full crop.—T. J. Henneberry.

Metamora, Ill.—Oats will average 35 bus. per acre. The growing corn has suffered considerable from the drouth, but with present favorable weather continued will have fair crop.—Snyder Bros.

Towanda, Ill.—Oats have averaged 50 bus. per acre, ranging from 30 to 80 bus. Corn will make full crop. About 25,000 bus. of old corn left which will all be moved in the next 60 days.—Moats & Reedy.

Williamsville, Ill.—Corn will average only 60 per cent of a full crop; drouth, grub worm and blue louse causing a great deal of damage. Oats made 30 bus. per acre. Wheat was never better.—Brainerd-Prather Grain Co.

Pekin, Ill.—Oats have averaged about 16 bus. per acre at our 25 stations, which are mostly in the Illinois bottom. Corn is very uneven and will hardly make an average crop; some corn is tasseled, and other corn is hardly knee high.—Turner-Hudnut Co.

Peoria, Ill.—Oats along the Iowa Central from Peoria to Keithsburg are making 11 to 45 bus. per acre, while last year they averaged 65 to 75 bus. per acre. Think 30 bus. will be good average for this year.—J. H. Ridge, mgr. Northwestern Grain & Eltr. Co.

Murrayville, Ill.—Corn looks like 50 per cent of a crop. Oats averaged 30 bus. and were very light, testing from 18 to 22 lbs. The car loader could not blow them back into the car. Oats all sold and threshing done. Wheat all graded No. 2.—C. I. Blakeman.

Lincoln, Ill.—We are operating 8 stations and think that corn will fall short 25 per cent of a full crop. Oats averaged 30 bus. per acre. Our wheat was fine. We have not handled a crop like it; everything graded well, some even grading No. 1.—Spellman & Spitley.

Carrollton, Ill.—Wheat averaged about 17 bus. per acre at our elevators. Nearly all of the wheat has been marketed; less wheat in farmers hands than for two years. Corn will make a scant half crop, having had too many cold nights in June. Present rains are too late.—Hussey & Co.

Springfield, Ill.—Average yield of wheat reported Aug. 1 for the state 20 bus., giving a total yield of 27,365,552 bus., an increase of over 4,000,000 bus. over the yield of 1905. The quality is excellent and free from cheat and dirt. Not a great deal of spring wheat raised and the yield is less per acre than the winter wheat, being about 17½ bus.; total yield spring wheat 23,458,122 bus. Average yield of oats per acre is 32 bus., making a total yield of 90,971,381 bus., or over 33,000,000 bus. less than last year. Condition of corn Aug. 1 was 81 per cent of an average, 15 points below average on Aug. 1 last year and 4 points below 10-year average. The area

devoted to corn is reported to be 88,617 acres less than last year.—Illinois Dept. of Agri.

Iowa.

Renwick, Ia.—Heavy rains have stopped the stacking and threshing. Oats have been yielding 40 to 45 bus. per acre. Machine measure, and weighing from 32 to 35 pounds per bu. A good corn crop is assured us, providing we get a few weeks of warm weather.—F. M. Webb, agt. Northern Grain Co.

Des Moines, Ia.—Winter wheat acreage of 1906 crop is 62,475, with an average yield of 24 bus., making a total yield of 1,500,000 bus. Spring wheat, acreage 316,680, average yield 16 bus., total yield 5,060,000 bus. Oats, acreage 4,137,148, average yield 35 bus., total yield 147,000,000 bus. Rye, acreage 67,022, average yield 22, total yield 1,500,000 bus. Barley, acreage 509,400, average yield 28, total yield 14,000,000 bus. Flax, acreage 15,461, average yield 11 bus., total yield 165,000 bus. Corn, acreage 9,669,504. Grain acreage planted this spring, as compared with the above acreage based at 100: Winter wheat, 114; spring wheat, 92; corn, 104; oats, 98; rye, 92; barley, 87; flax, 90. Amount of last year's corn crop left in farmers' hands, 8 per cent; oats, 4 per cent.—Geo. A. Wells, secy. Iowa Grain Dealers Ass'n.

Kansas.

Lost Springs, Kan.—Crops of all kinds are good.—E. P. Mowrer & Co.

Topeka, Kan.—Winter wheat yield, Aug. 8, as reported by farmers is 91,385,676 bus., a large proportion of which is of more than the usual high quality. The average yield per acre is 14.7. The year's crop is 20 per cent larger than that of last year, 41 per cent more than the 1904 yield and is the state's second greatest. No figures can be given yet of the year's production of spring wheat. The probable area sown to winter wheat last fall was 5,900,000 acres but assessors' returns show an increase of about 314,000 bus. Assessors also report 197,038 acres of spring wheat, an increase of more than 20 per cent over last year, 325 per cent greater than in 1904 and the largest since 1893. In the more western and northwestern counties considerable macaroni wheat was sown, which may in a measure account for the marked increases in the past 2 years. The area of wheat sown for the 1906 crop, winter and spring, was the greatest in the history of the state, or 110,048 acres more than in 1902, the next largest year. Corn area is 5,652,856 acres, 236,399 acres less than last year. Average yield for the state is 88. A gain since June of 9 points. The state's most noted corn district presents a prospect not entirely flattering, but far from discouraging as recent quite abundant rain is rapidly bettering the situation. In a majority of the 105 counties the weather and soil have been favorable for vigorous growth, and the more or less general rains have greatly improved the prospects thruout.—F. D. Coburn, secy. Kansas Dept. of Agri.

Kentucky.

Frankfort, Ky.—There was never a better prospect for a full crop of corn at this



The Government says Wheat has Made a New Record.—Minneapolis Journal.

season of the year than now. The acreage is a full average, and condition all that could be expected. The wheat crop is about all threshed and generally in good condition. The yield is about up to an average and the quality good.—The oat crop was short and yield only three-fourths of an average. The per cent of yield of rye was 84 and of barley 89.—Hubert Vreeland, State Commissioner of Agri.

Maryland.

Paramount, Md.—The wheat in our section is good quality and condition is good, but the yield is not very good; think about ¾ of the average crop. No oats and rye grown in this section. Wheat is moving very slowly. Farmers do not care to sell at the low prices we are having now. Our growing crop of corn is looking fine and think it will be up to usual average. The old corn is almost cleaned up.—C. M. Horst.

Michigan.

Lansing, Mich.—Weather during harvest was very favorable and wheat was secured in good condition; quality not up to average, the damage being due to Hessian fly, rust, excessive drouth during July and later causes. The yield was considerably below average; large acreage winter killed was not plowed up because seeded with timothy and clover, making it difficult to get close estimate of acreage harvested. Average estimated yield 13 bus. Total amount of wheat marketed during July 94,793 bus. and mills and 85,537 bus. to elevators. Grain delivered to the millers from Aug., 1905, to July, 1906, 11 months, estimated at 17,000,000 bus. Rye condition during 3 spring months was better than wheat and the yield shows a good average, 14 bus. for the state. Corn suffered during July from excessive drouth, but a recent rain has improved the condition. If balance of season proves favorable the crop may exceed present indications. Condition of corn, Aug. 10, is about 88. Oats reported to be badly injured from rust, dry weather, and in some localities from grasshoppers. The yield shows good average per acre, but the yield might be considerably below standard. Estimated yield is 34 bus. per acre. The bean prospect is very favorable for a good crop, although some reports of lack of moisture. Principal bean producing counties report good average condition; with average for the state 90, compared with average. Clover hay yield per acre 1 ton, timothy 1.20 tons.—Geo. A. Prescott, secy. of state.

Minnesota.

Marne, Minn.—Prospects for crops in Faribault county supposed to be one of the best in the state, were never better, but for 3 days prior to Aug. 9 it rained almost continually and there are hundreds of acres of ripe wheat, which farmers cannot get into the fields to cut. Oats and barley are all harvested, but if the wet weather continues for another 3 days grain will be growing in the shock. Farmers are feeling very discouraged over the outlook. This has always been a wheat country and until the last few years wheat was grown almost exclusively, but of late years farmers are going in more for stock, and lots of corn is raised.—J. M. Brown, agt. Western Eltr. Co.

Minneapolis, Minn.—Small grain harvest practically completed Aug. 14 in southern Minn. and South Dakota. Much grain was lodged in one district of central Minn. and harvesting there is very slow and can not be completed for some time. Barley and oats pretty well harvested in North Dakota and wheat harvest in full swing. Has been some wheat cutting in Manitoba for a week past and it will be general by about July 18. Flax promises well and if weather continues good will make a crop in excess of that of last year. Corn is growing very rapidly and is fully as far advanced as usual at this date. Durum wheat through the 3 states is looking very well and yielding from 4 to 10 bus. more an acre than bread wheat. Indications from best information show a wheat crop of 85,000,000 bus. in North Dakota, 75,000,000 bus. in Minnesota and 50,000,000 bus. in South Dakota, a total of 210,000,000 bus., of which 45,000,000 bus. are durum and 165,000,000 bus. bread wheat or about 15,000,000 bus. bread wheat less than in 1905.—Van Dusen-Harrington Co.

Missouri.

Missouri.—Wheat in Missouri is fine and all but about 10 per cent in the northwest part of the state have fine corn crops.—R. C. Jordan, representing W. H. Perrine & Co., Burlington, Ia.

Nebraska.

Trenton, Neb.—Wheat crop light, but of extra good quality. Corn prospects good.—H. C. Benedict.

New York.

Buffalo, N. Y.—With the great part of this state suffering more or less from dry weather, there is much grain, especially oats, coming in from Ohio and the southwest that has suffered from rain. Reports that wheat has in some instances sprouted in the shock. As a rule the New York state crops, after the early hay, have all come in dry and uncolored.—J. C.

North Dakota.

Ray, N. D.—Crops in this vicinity are very good. Harvesting has been commenced.—W. D. McKinnon, agt. Andrews & Gage.

Fullerton, N. D.—The hard varieties of wheat are good, but macaroni is poor; damaged by rust. Barley fair; flax and feed good.—J. P. Gamber, agt. Minnesota Eltr. Co.

Oklahoma.

Enid, Okla.—Lots of rains thruout the territory for the last 30 days have damaged that portion of the grain in shock and some in stack.—C. F. Prouty.

Mountain View, Okla.—Wheat was badly damaged by excessive rains when most of it was in the shock. The yield is good and before the rains was of excellent quality. Oats are badly stained and sprouted; yield was very heavy and of excellent quality before the rains. A large acreage of plowing already done for fall sowing of wheat. Corn will be the largest crop this country ever produced.—E. McBride, mgr. Chickasha Milling Co.

Government Report.

Washington, D. C.—Condition of corn Aug. 1 was 88.1, compared with 87.5 last month, 89 on Aug. 1 last year, 87.8 on Aug. 1, 1904, and a 10-year average of 84. Preliminary returns indicate a winter wheat crop of about 493,434,000 bus., or an average of 16.7 bus. per acre, compared with 14.3 bus. per acre last year, as finally estimated. This estimate of the yield of winter wheat and the estimated acreage on which it is based are subject to such revision and correction when the final estimates of the Bureau are made in December, as may be found proper thru investigation now in progress. Average condition of spring wheat was 86.9 on Aug. 1, compared with 91.4 last month, 89.2 on Aug. 1, 1905, 87.5 on Aug. 1 last year and a 10-year average of 86.6. Average condition of the oats on Aug. 1 was 82.8, as compared with 84 last month, 90.8 on Aug. 1 last year, 86.6 on Aug. 1, 1904, and a 10-year average of 84.3. The proportion of the oat crop of last year still in farmers' hands is estimated at 7.1 per cent, compared with 6.2 per cent of the 1904 crop in farmers' hands one year ago, 5.4 per cent of the crop of 1903 in farmers' hands 2 years ago, and a 10-year average of 7.2 per cent. Average condition of barley on Aug. 1 was 90.3, compared with 92.5 one month ago, 89.5 on Aug. 1, 1905, 88.1 on Aug. 1, 1904, and a 10-year average of 83.3. Average condition of rye was 90.8, compared with 91.3 one month ago, 92.6 on Aug. 1 last year, 91.8 on Aug. 1, 1904, and a 10-year average of 82.2. Acreage of buckwheat is less than that of last year by about 28,000 acres, or 3.7 per cent. Average condition of buckwheat was 83.2 on Aug. 1, compared with 92.6 on Aug. 1 last year, 92.8 on Aug. 1, 1904, and a 10-year average of 92.1. Preliminary returns indicate a decrease of 1 per cent in the hay acreage.—Crop Estimating Board of Dept. of Agri.

F. D. Coburn, secy. of the Kansas Dept. of Agri., is said to have been so deeply interested in sunflower culture that he could not desert the crop to accept the U. S. Senatorship tendered him by the governor of the state.

Sir William Van Horne is credited with declaring that corn eventually will be grown in western Canada, giving as the basis of his belief the fact that the Indian corn area has moved northward considerably more than 200 miles during the last 30 years.

The adoption of grain trust gambling methods by some of the officers of farmers' co-operative shipping associations has resulted in great loss to the farmer stockholders for the last two years and it is time for the stockholders to assert their rights in a way that will put an end to fusion gambling methods of doing business.—Farmers Advocate.

Unreasonable Feed Laws.

The unreasonable demands made by the new feed laws of several states are a thorn in the side of the feed dealer and a menace to feed shippers.

Dealers, shippers and millers are very glad to furnish feeds that are up to any standard analysis. Those millers who make all the flour possible out of the wheat and whose feed is necessarily not so rich, also are eager to label their product representing it to be exactly what it is.

Of the many objectionable features of the new feed laws most are due to the lawmakers' ignorance of trade methods. The barnyard statesmen and chemical cranks see no further than the sack of feed delivered from the dealer's warehouse.

Louisiana and Florida are the latest to impose impractical and costly requirements on feed shippers. Louisiana demands a submission to inspection, or fine of \$500. If a tag happens to become detached in transit the fine is \$250, a single fine eating up the profits on 25 to 50 cars. As each omission is made a separate offense the fines on a single car of 300 sacks might amount to \$2,250. Buyers are given an undue advantage by the law making a contract void if the feed-stuffs are not properly tagged.

In Florida it is not the buyer to whom the authorities look, but to the shipper as the guilty party. The Florida law permits shipment into the state under specification that the buyer shall attach tax stamp; but if the dealer is unscrupulous and fails to attach the stamps the shipper is held responsible.

Different states require different labels, sizes of lettering, and analyses, so that the miller needs to know where the feed is going before the feed leaves his mill. In view of the feed trade being interstate in character legislation should be national and uniform, and the reasonable requirements of New York are suggested as a model.

Books Received

ANNUAL REPORT MISSOURI STATE BOARD OF AGRI. for 1906 has just been issued by Geo. B. Ellis, secy. of the Missouri State Board of Agri. Chapters are given on the more important insect injuries to corn, 94 pages; proceedings of the Corn Growers Ass'n, 50 pages; proceedings Live Stock Breeders, proceedings Dairy Ass'n, soils and fertilizers; analyses of feed stuffs, and valuable statistics on the corn, wheat and oats crops of each county, and on flaxseed, rye, buckwheat, barley, hay and broom corn in the 5 divisions of the state. Illustrated; 478 pages.

ANNUAL REPORT NEBRASKA EXP. STA. The 19th annual report of the Nebraska Agri. Exp. Station contains a report on the plant diseases prevalent in Nebraska during the season of 1905, including a few words on the covered smut of barley, rust and smut on corn, bacterial blight and kernel mould of kafir corn, freezing, rust and smut of oats and mildew and rust of rye. Over two pages are devoted to recording the diseases of wheat noted during the year, such as bacterial blight, leaf fungus, powdery mildew, stem rust, leaf rust, scab, and smut. University of Nebraska, Lincoln, Neb.; illustrated; 117 pages.

Will Arbitrate Differences Between Members and Non-Members.

The Philadelphia Commercial Exchange has amended its rules governing the arbitration of trade differences so as to extend the benefits to disputes arising between non-members and members. This step forward will make that market more attractive to shippers and receivers and the Exchange is to be commended for its action.

Its new rules are as follows:

Sec. 15. If a non-member shall have a claim against a member of this Association of the character which might be arbitrated as between the members, he may have the case heard and decided by the Arbitration Committee in accordance with the Rules and By-Laws governing such cases between members, provided, that

1st. The non-member shall be a member of any similar association, otherwise no case shall be heard, without the consent of the member of this Association.

2d. That the non-member shall be represented by, and present his case through a member. A member so representing a non-member shall be liable in all respects as though he himself were a principal in the dispute.

3d. That the non-member shall sign the following form of agreement to abide by the decision of the Arbitration Committee, and that the said decision shall be final and binding on him (or them), without recourse to court. The agreement shall be acknowledged before a Notary and filed with the Secretary before the hearing.

AGREEMENT TO SUBMIT TO ARBITRATION.

We, the undersigned, hereby mutually covenant and agree to submit, and hereby do submit to.....

as Arbitrators, for their adjudication and award, a controversy existing between us, relating to

.....

And we mutually covenant and promise that the award to be made by said Arbitrators, or by a majority of them, shall be well and faithfully kept and observed by us, and by each of us.

Signed in the presence of

Note—This agreement must be acknowledged before a Notary.

In every case the non-member shall file with the Secretary of the Exchange at the time of the hearing, a full and complete statement of his case together with copies or duplicates, of all telegrams, correspondence and papers pertaining thereto, which shall become the property of this Association, and be filed with the records of the Arbitration Committee.

In all cases where arbitration is desired by non-member, the fee for arbitration shall be \$15.00 for each sitting of the Committee called by the non-member; except when the amount involved shall be over \$1,000, the fee shall be \$25.00, which fee shall be deposited with the Secretary prior to the hearing of the case by the Committee, and paid to the Arbitrators after deducting necessary expenses.

Sec. 16. In case a member shall have a dispute with a non-member, and desires that same be arbitrated, the case shall be heard by the Arbitration Committee in accordance with the Rules and By-Laws governing such cases between members. Provided that, First, it shall be the duty of the Secretary, immediately upon the filing of such complaint to forthwith notify in writing the party so charged of the filing of said complaint, and furnish said party with a copy thereof, and request said party to appear before said Arbitration Committee, at a time and place to be therein stated not less than ten days after the filing of said complaint.

Such notice shall be sent by registered mail to the business address of the party so charged.

Second—At the time and place stated in said notice, or at any date to which said hearing may be adjourned by said Arbitration Committee, the parties interested shall be heard by said Committee, which shall thereupon determine said complaint.

Third—That the fees shall be the same as for arbitration between members, except that the fee paid by the member calling for the arbitration shall be paid to the arbitrators, and in the event of the decision of the Committee being in favor of

the member, the fee due by the non-member, shall be assessed against him, as part of the damages and be payable to the member.

Immediately after said determination has been so made, the Secretary shall notify in writing the member preferring said charge, and the party so charged of said determination. If the non-member in the dispute shall refuse to submit his case, or refuse to abide by the decision of the Arbitration Committee, due notice of his refusal shall be posted on the bulletin boards of the Exchange for a period of thirty days and all members shall be prohibited from representing or doing business with, or for such non-member, either directly, or indirectly until he has made satisfactory settlement with the member, and the Secretary be notified in writing by the member that settlement has been made.

Any member of this Association representing or doing business with a non-member thus posted for failing to submit his case, or to conform to the decision of the Arbitration Committee, shall be fined twenty-five dollars (\$25.00) for the first offense and be suspended, or expelled, for the second offense, at the discretion of the Board of Directors.

In case of money damages being awarded by any decision of the Arbitration Committee same shall be due and payable within ten days after such award has been made.

That all Section 15, Article XVI, of the By-Laws, shall be stricken out and void. Add to Section 12, 13, 14, "except as hereinafter provided for in arbitrations between members and non-members."

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Aug. 27 have been 45,754,000 bus., compared with 38,459,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year have been 21,918,000 bus., compared with 26,216,000 bus. for the corresponding period of last season.

Imports and Exports of Hay.

Hay amounting to 68,540 tons, valued at \$502,051, was imported during the crop year prior to July 1; compared with 46,214 tons, valued at \$359,515, during the crop year of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of hay for the crop year prior to July 1 were 70,172 tons of domestic and none of foreign growth; compared with 66,557 tons of domestic and 99 tons of foreign growth, during the crop year preceding.

A Big Load of Oats.

Rivalry among farmers in the hauling of the biggest load to market sometimes starts an interesting competition for the honor of having delivered the heaviest wagon load of grain on the elevator scales.

When 326 bus. of oats recently was delivered in one load to the Berne Grain & Hay Co., at Berne, Ind., another farmer promptly drove in with 371 bus. Other big loads have been received, but the record is held by the team shown in the engraving herewith, which drew 479 bus. and 22 lbs. The team of black horses, standing unhitched, drew the load 4 miles, and the pair, with harness, weighs 3,200 lbs.

The sacks are piled nearly ten deep the length of the wagon bed, the rear of which bends under the weight. A number of sacks had to be thrown off the wagon to bring the load down to the capacity of the scales. The company had new scales of 8 tons capacity that had not been unpacked. It was decided to return these and order a still larger pair to weigh the largest loads.

The office of the Berne Grain & Hay Co., too large, is rather obscured from view in the fotograf by the big load; but the pleased countenance of Manager Chris Egly is visible.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 166,548,000 lbs., valued at \$3,082,200, was imported during the crop year prior to July 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 106,483,500 lbs., valued at \$2,011,000, imported during the preceding crop year.

Exports of rice, rice flour, rice meal and broken rice were 38,124,000 lbs. of domestic and 11,166,000 lbs. of foreign growth during the crop year; against 113,283,000 lbs. of domestic and 9,224,000 lbs. of foreign growth, during the preceding crop year.

Rural letter carriers have a splendid opportunity for daily examination of growing crops on their route, and would make good reporters if they could be induced by the government to take an interest in the work.



A Big Load of Oats on Scales of Berne Grain & Hay Co., Berne, Ind.

Seeds

More clover seed than in 1905 is expected at its different stations by the Berne Grain & Hay Co., of Berne, Ind.

The Sept. 10 crop report of the Dept. of Agri. will estimate the production of blue grass seed and the acreage sown for clover seed.

Frankfort, Ky.—Hubert Vreeland, Kentucky Commissioner of Agri., reports the prospect for the clover seed crop as 76 per cent, and for millet 85 per cent.

The Barteldes Seed Co., of Denver, Colo., and Lawrence, Kan., has been granted a charter to do business in Oklahoma. The incorporators are F. W. Barteldes, Max Wilhelm and Jeannot Uhrlaub, all of Lawrence.

The condition of bluegrass for seed at harvest is estimated by the Dept. of Agri. to have been 94 in Ohio, 90 in Michigan, 80 in Indiana and Illinois, 90 in Wisconsin, 95 in Minnesota, 89 in Iowa, 74 in Missouri and 83 in Kansas.

Foreigners are generally buyers of seed. They like to see low prices. Most large dealers do at this season, before the crop moves. Some foreigners remained short last season and were rewarded in the end. Some started in early this season on the short side of October clover seed and are still there. European crops average later than ours. It takes September to decide what they will be. German prospect seems favorable at present.—C. A. King & Co.

Exports of grass seeds for the crop year preceding July 1 included 2,265,760 lbs. clover seed, 11,247,080 lbs. timothy seed and other grass seeds valued at \$218,000; compared with 10,657,365 lbs. clover seed, 16,141,269 lbs. timothy seed, and other grass seeds valued at \$304,000, for the preceding crop year, as reported by O. P. Austin, chief of the Bureau of Statistics. Exports of flaxseed for the crop year showed a remarkable increase over the exports of the preceding year, having been nearly 6,000,000 bus., compared with less than 2,000 bus. for the crop year of 1904-5.

G. H. Clark, Dominion Seed Commissioner, states that the phenomenal increase in the number of farmers who had taken to seed selection was ample evidence that the results that had followed this work, wherever attempted, were plainly apparent. At the close of the Macdonald-Robertson competition, which closed two years ago, there were in Canada about 450 farmers on whose places seed selection had been practiced, and most of these had continued; and many of their neighbors, seeing the improvement that could be made, had also commenced along the same line.

Now that the farmers have been enlisted in the fight against the government free seed distribution the days of this petty congressional graft are numbered. The farmers are tired of the idea that their votes can be influenced by the receipt of a package of seeds which they can buy at the corner grocery for 5 cents and which usually arrives too late for planting. They say they do not want sunflower and pumpkin seeds from Congress, and point out that the \$242,000 wasted in this manner would support a national agricultural college, with eighty professors at \$2,500 a year, and sufficient funds to maintain the institution. Divided among the agricul-

tural colleges, it would give each state institution between \$5,000 and \$10,000 more than it now receives.

Suit on Contract for Seed Crop.

The Cannon Weiner Elevator Co. bot of Ed. F. Boswell all of his timothy seed grown on his farm at \$1.65 per bu. "for prime seed, subject to the established reduction for lower grade." The seed was not delivered as promptly as expected, and a new arrangement was made whereby Boswell was to be paid \$1.50, with 15 cents additional if the seed could be got to Chicago to apply on contract.

When the elevator company brot suit to recover overpayment for a sack of seed weighed twice, Boswell put in a counterclaim for \$68, alleging the seed was accepted at Chicago as prime, and was given judgment for \$50. In an appeal from the circuit court of Bates County, Mo., the elevator company objected to the counterclaim on the ground that it was based on a subsequent oral agreement between the parties for another and different grade of seed; but the Kansas City Court of Appeals ruled that objection shud have been made at the first trial.—93 S. W., 355.

Two New Directors and Grain and Feed Comite of Grain Dealers National Ass'n.

JOINT COMMITTEE OF GRAIN & FEED DEALERS, Representing the G. D. N. A.: J. W. McCord, Chairman, Columbus, O.; Herman Deutsch, Milwaukee, Wis.; M. F. Baringer, Philadelphia, Pa.

Representing the Feed Trade: C. B. Pierce, Milwaukee, Wis.; E. C. Dreyer, St. Louis, Mo.; John W. Cox, Boston, Mass.

W. F. Johnston of Hulbert & Co., Fontanelle, Ia., has been selected to succeed the lamented D. Hunter as representative of the Grain Dealers Union on the Board of Directors.

H. I. Baldwin of Decatur, Ill., represents the Illinois Grain Dealers Ass'n on the Board of Directors.

Imports and Exports of Beans.

Beans and dried pease amounting to 458,000 bus., valued at \$667,214, were imported during the crop year prior to July 1, against 472,600 bus., valued at \$628,800, during the crop year of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of beans and pease during the crop year have been 447,500 bus. of domestic and 42,100 bus. of foreign growth; against 330,300 bus. of domestic and 79,600 bus. of foreign growth, during the preceding crop year.

Exports.

Buckwheat amounting to 696,500 bus., valued at \$449,000, was exported during the crop year prior to July 1; compared with 316,400 bus., valued at \$210,000, during the crop year preceding.

Broom corn valued at \$240,164 was exported during the crop year, against \$227,000 worth for the preceding crop year.

Malt amounting to 881,500 bus. was exported during the crop year prior to July 1; compared with 487,200 bus. during the crop year of 1904-5.

Linseed oil cake amounting to 758,916,000 lbs. was exported during the crop year, against 618,498,500 lbs. for the crop year preceding, as reported by O. P. Austin, chief of the Bureau of Statistics.

"Algernon is ever so well posted in Shakespearean quotations," said the grain broker's daughter. "Young woman," said the financier, "don't let him deceive you. Don't you let him make sport of your ignorance. There isn't any such stock on the market. I ought to know for I've been on the exchange long enuf."

Has New Offices.

Harry S. Grimes of Portsmouth, O., president of the Ohio Grain Dealers Fire Ins. Ass'n, director of the Grain Dealers National Mutual Fire Ins. Co., ex-president of the Grain Dealers National Ass'n and of the Ohio Grain Dealers Ass'n, has recently moved into new and commodious offices in the Elk's Bldg.



Private Office of H. S. Grimes, Portsmouth, O.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The warehouse of Gossell & Reaves burned Aug. 12, with a quantity of grain and hay. The building was owned by C. M. Butler and was valued at \$1,500.

Hot Springs, Ark.—The Valley Grain & Commission Co. incorporated, \$10,000 capital stock, to deal in grain, grain products, hay, feed and farm seeds and do a general storage and commission business. Incorporators: Sherman Irish, C. H. Lanier, Caroline Samstag and C. J. Samstag.

CALIFORNIA.

San Francisco, Cal.—The Merchants Exchange will rebuild its building at a cost of \$700,000.

Sacramento, Cal.—The Perkins Grain & Milling Co. has been incorporated by Chas. C. Perkins, Chas. M. Best, H. W. Best, H. Schmidt and others. Capital stock, \$50,000, of which \$7,730 is paid up.

CANADA.

Deloraine, Man.—The Farmers Eltr. Co. proposes to erect a mill.

Dana, Sask.—The Western Canada Farmers Eltr. Co. is building an eltr.

Humboldt, Sask.—The Northern Construction Co. is building a 60,000-bu. eltr.

Cartwright, Man.—The Young Grain Co. is putting a cement foundation under its eltr.

Yorkton, Sask.—John A. Snell and Frank W. Bull, farmers, are building a 40,000-bu. eltr.

Alameda, Sask.—The Alameda Trading Co. is building eltrs. at Hirsch, Frobisher and Bienfait.—C.

Miniota, Man.—The Imperial Eltr. Co. has purchased the plant of the Miniota Lumber & Grain Co.

Roland, Man.—John Kellington has succeeded D. Reekie in charge of the eltr. of the Farmers Eltr. Co.

Neudorf, Sask.—E. H. Quittenbaum, of Lemberg, has accepted a position here with the International Eltr. Co.

Boissevain, Man.—The eltr. of Hunter & Moore has been sold and will be moved to another location on the G. N. Ry.

Winnipeg, Man.—Two men were convicted recently of having stolen 18 grain doors from cars at the C. P. Ry. yards.

Vermilion, Sask., no P. O.—Baker & Sons will build an eltr. A chop mill will be run in connection with the eltr.

Winnipeg, Man.—The first car of new wheat from the C. N. Ry. passed thru this city Aug. 17 from Minto for Port Arthur.

Port Arthur, Ont.—The British America Eltr. Co., of Winnipeg, has secured control of the Canadian Northern Terminal Eltrs., with a capacity of 5,000,000 bus.

Rosthern, Sask.—I. P. Friesen, hardware merchant, has purchased for \$5,500 the 32,000-bu. eltr. of A. P. McNab, who with Benj. Chubb recently bot out Leslie & Wilson at Saskatoon.

St. Boniface, Man.—A party of American grain and business men inspected Aug. 17 the new mill of the Western Canada Flour Mills Co., Ltd., and were entertained later at luncheon by the company.

Wallaceburg, Ont.—The eltr. and flour mill of Baker & Morrison burned Aug. 12. Loss, \$20,000; partly insured. The company recently purchased this plant from T. B. West and had just completed improving it.

Yellow Grass, Sask.—The Western Canada Flour Mills Co. will soon begin the erection of an eltr. here. The railroad is to be straightened at this point to allow for the eltr. siding and 1,000 ft. of metal is to be laid.

Ft. William, Ont.—The power for Eltr. B was cut off Aug. 13, when Jos. Brodie, an electrician, was killed by electric shock on one of the poles opposite the eltr. He was formerly engaged with the Macdonald Engineering Co. during the construction of Eltr. E.

Elgin, Man.—The recent annual report of the Farmers Eltr. Co. showed the earnings of the company for the year to have been but \$523, while extensive losses have had to be made up in former years, which has about discouraged the stockholders.

Elgin, Man.—Herbert Dial, who has had charge of the eltr. of the Winnipeg Eltr. Co., has purchased for \$6,500 the eltr. of the Farmers Eltr. Co. and will manage it himself. He has been succeeded as mgr. for the Winnipeg Eltr. Co. by J. Magee, who has been mgr. for the farmers.

Montreal, Que.—The cupola of the eltr. of the Ogilvie Flour Mills Co. was damaged Aug. 14 by fire. Altho the damage to the house amounted to but about \$3,000, about 200,000 bus. of wheat was damaged by water. An overheated bearing in one of the pulleys is supposed to have been the cause of the fire.

Winnipeg, Man.—The Canadian Eltr. Co. has purchased for about \$150,000 the entire line of 25 eltrs. of the local firm of March Bros. & Wells. This purchase increases the number of eltrs. owned by the Canadian Eltr. Co. to about 100 and the company proposes to increase their number and capacity each year.

Winnipeg, Man.—The Grain Growers Grain Co. incorporated, \$250,000 capital stock, to do a grain, mining, manufacturing, farming, ship-building, lumbering and general trading business. Incorporators, who are all farmers, W. A. Robinson and John Spencer, Winnipeg; E. A. Partridge, Sinaluta; Francis Graham, Melita; John Kennedy, Swan River.

Winnipeg, Man.—The new grain commission met here Aug. 23 to complete details of organization, and will hold numerous sittings in Winnipeg, Port William and Port Arthur. All the eltrs. on Lake Huron will be visited. The commission consists of J. W. Millar, chairman; W. L. McNair, Keyes, Man.; George E. Goldie, Ayr, Ont., and J. B. Boyle, Edmonton.

Winnipeg, Man.—The British America Eltr. Co. incorporated, \$500,000 capital stock. E. W. Kneeland, former mgr. for

the Duluth Eltr. Co., of Minneapolis, is mgr. and R. C. Evans is secy., with headquarters at Winnipeg. The company has let the contract for the lumber for 25 eltrs. of 25,000-bu. capacity each, to be built along the line of the C. N. Ry.

Calgary, Alta.—The question of the advisability of the appointment of a permanent grain inspector here is to be submitted to the grain inspection commissioners by the grain growers of Alberta. This appointment will enable the dealers to telegraph grades to agts. at Winnipeg enabling the agts. to provide a market for shipment. The growers also contemplate asking for better facilities at Pacific Coast points, the idea being to secure a public grain eltr. as all grain is now received there by private companies.

Montreal, Que.—Grain handling charges at the eltrs. in this city have been set by the government as follows: On grain ex-steamer or barge, elevating into eltr. and weighing $\frac{1}{4}$ ¢ per bu.; storage for 20 days, including delivery to vessel, $\frac{1}{4}$ ¢ per bu.; on grain ex-cars, oats, elevation and 10 days' storage, $\frac{1}{4}$ ¢ per bu. All other grain, elevation and 10 days' storage, $\frac{1}{4}$ ¢ per bu. Succeeding term of 10 days on all grain ex-steamer, barge, or cars, $\frac{1}{4}$ ¢ per bu.; loading on cars, \$1 per car; cleaning grain, $\frac{1}{2}$ ¢ per bu.; turning grain, $\frac{1}{4}$ ¢ per bu.; winter rate from Nov. 15 to May 15, $\frac{1}{2}$ ¢ per bu. On grain floated from eltr. to alongside steamer in harbor, $\frac{1}{4}$ ¢ per bu.

Winnipeg, Man.—The grain dealers special left Winnipeg Aug. 18 for the third annual trip of grain dealers and business men thru the heart of the western wheat fields, under the auspices of the Northwest Grain Dealers Ass'n. The train consisted of a baggage car, 4 sleepers, tourist car, diner, parlor car and the private car Minnedosa, and will be operated to Edmonton over the C. N. Ry. and return over the C. P. Ry., traversing several branch lines. The special left Winnipeg at 7 a. m., making the first stop at Souris; then Arcola, Regina, Warman, North Battleford, Vermilion, Edmonton, Strathcona, Wetaskiwin, Lacombe, Red Deer, Calgary, Macleod, Lethbridge, Medicine Hat, Swift Current, Moose Jaw, Weyburn, Estevan, Oxbow, Melita, Napinka, Deloraine, Boissevain, Manitou and Morden, returning to Winnipeg Aug. 24. The grain dealers making the trip were: C. A. Young, Ottawa; T. H. G. Denne, Peterborough, Ont.; L. Richards, Chicago; Robert McDougal, Chicago; C. H. Hood, Minneapolis; Geo. Bagley, Minneapolis; Fred Whallon, Minneapolis; Finley Barrel, Chicago; G. F. Piper, Minneapolis; H. M. Gibbs, Minneapolis; Geo. B. Clifford, Grand Forks; John Birkholz, Grand Forks; S. S. Titus, Louisville, Tenn.; W. R. Motherwell, minister of agri., Regina; W. A. Black, Ogilvie Milling Co.; H. T. Champion and R. P. Roblin, Winnipeg; J. E. Gage, Minneapolis; K. Nixon, Wapella, Sask.; John Love, A. D. Chisholm, W. H. McWilliams, S. P. Clark, A. R. Hargraff, K. B. Stoddard, C. Tilt, E. Carruthers, David Horn, F. P. Belcher, G. Monkhouse, G. B. Murphy, G. H. Houghton, J. C. Gage, T. H. Hatchard, Mr. Dalton, S. Scott, Major Bell and Fred Griffin, of Winnipeg; F. Gibbs, W. Wheatstone, Geo. Maybee and Henry Matheson, of Brandon; R. T. Riley, F. L. Peters, D. K. Elliott, H. M. Belcher, Geo. Killam, F. H. Phippen and Wm. George-son, Hamilton; Kenneth Mackenzie, Winnipeg; John Scott and Jas. Innes, Hartney; A. A. Logan, Ottawa.

CHICAGO.

The Goemann Grain Co. has been dissolved.

Chas. A. Sweet has applied for membership in the Board of Trade.

The insolvency committee is urging certain delinquents to settle their debts.

John Kohler, engineer at the Calumet Eltr., was found dead in the Calumet River Aug. 24.

The corn festival that was to have been held at Chicago this fall has been postponed until next year.

Z. R. Carter, former pres. of the Board of Trade, is said to be engaged to marry Miss Maude Wardell.

The Chicago & Eastern Illinois Railroad has issued a complete tariff of switching charges in and around Chicago.

Applications for membership in the Board of Trade have been made by Chas. Garfield King, Wm. Newton Ferguson and Christopher Schaefer.

McReynolds' eltrs. will be sold Sept. 17 by the master in chancery. Eltr. A is at South Chicago, Eltr. B at Wood street, Chicago, and Eltr. C at East St. Louis, Ill.

James S. Templeton saved two of his guests from drowning Aug. 24 at Peconic bay, New York. His dory capsized, but Mr. Templeton kept the two women up until the party was rescued by a launch.

Twenty days shipment has been eliminated from the call on corn on the Board of Trade; and a call on year shipment of corn has been added. The calls on 10 and 30 days shipment continue. The oats call remains unchanged.

New members admitted to the Board of Trade are Henry W. Haneman, of New York, Nathaniel P. Rogers of Minneapolis, James R. Vincent, Henry C. Pollock of American Cereal Co., Wm. J. Thompson, Herbert James Blum and Wm. Rives Logan.

The following have sold their memberships in the Board of Trade: Wade H. Armstrong, G. St. John Kneller, Franklin Waterman, Geo. W. Fretts, Wm. R. Ade, Oscar E. Williams, estate of Thos. W. Hallam, Gervais Schlatter Semmes, Sydney S. Date, and Geo. P. Guerin.

Malting in transit rates have been made by the Chicago Great Western Ry. on shipments from stations west of the Mississippi River, applicable on the thru rates made by the Chicago & Alton on barley from points of origin to St. Louis and East St. Louis, and effective Aug. 15.

The Union Eltr. and Annex on the south branch of the river have been declared regular by the directors of the Board of Trade. The plant is under lease to the Armour Eltr. Co., whose request that Armour Eltrs. St. Paul and Fulton Annex be declared no longer regular, also has been granted.

The Chicago & Northwestern Ry. gave notice effective Aug. 15 that reconsignment orders for grain must be filed within 48 hours of 12 o'clock noon of the day of arrival of cars, provided inspection is made before 10 a. m. of the day of arrival; if after 10 a. m. within 48 hours from noon of day following arrival.

Capt. John C. Nyman, who was a charter member of the Board of Trade, died Aug. 18, aged 90 years. Mr. Nyman was the owner of the Montgomery line of grain and lumber steamers until 1885. Besides being interested in the transportation of grain Mr. Nyman operated largely in grain and with "Old Hutch" and

John Lyon cornered the corn market in 1857.

W. F. Johnson will retire Sept. 1 and the firm of W. F. Johnson & Co. will be dissolved. Mr. Johnson started in the grain business in 1856 at Morrison, Ill., but for about 40 years has been in the grain commission business in Chicago. G. A. Wegener, his partner, has associated himself with G. H. Sidwell & Co. and will continue the business thru that house.

John Hill, Jr., has photographs of two eltr. receipts both dated July 26, 1906 and each for 5,000 bus. of new oats, one given by the Armour Eltr. Co. to the Peavey Grain Co., and the other by the Peavey Grain Co. to the Armour Eltr. Co. Mr. Hill's argument is that the public warehouse men get around the law against storing their own grain in their own eltrs. by thus trading receipts.

Alexander Nicol, traffic mgr. for the J. Rosenbaum Grain Co., has been adjudged insane by Judge Houston on petition signed by his wife, and has been sent to the institution for the insane at Elgin. Too close application to business was given as the cause of the break down, when he was sent to a sanitarium 3 months ago. Mr. Nicol is 40 years of age and came to America from Scotland in 1869, coming to Chicago 2 years later.

Moses S. Bacon, who became a member of the Chicago Board of Trade in 1853, died Aug. 11, aged 81 years. Mr. Bacon came to Chicago shortly before purchasing his seat in the Board of Trade, for which he paid \$5. He retired from active business in 1901, but retained his membership on the Board until March 17 last, when it was sold for \$3,200. His son, Edw. R. Bacon, carries on his business.

The eastern and north and south lines on Aug. 21 unanimously adopted a resolution that the action of the Big Four in reducing grain rates from Illinois points was ill advised, and asking that it be rescinded. The Big Four reduction diverts much grain from the Chicago market. The Board of Trade hopes that the Vanderbilt lines can be induced to restore the rates, and the railway officials threaten a rate war if the Big Four does not yield.

The D. Rothschild Grain Co., of Davenport, Ia., has purchased for \$75,000 the L. I. Aaron plant of the American Malting Co., located at 102d street, between the L. S. & M. S. and P. F. W. & C. Rys. This plant includes a 400,000-bu. grain eltr. and a malt house of the same capacity, equipped with the Saladin system for pneumatic malting. The plant is on side tracks of both the Lake Shore and Pennsylvania and will give ample facilities for handling the Chicago and eastern business of the company.

A petition for an amendment to the commission rule making the rate on future business in corn, oats and wheat $\frac{1}{4}$ c for non-members and 1-16c for members, and for a change back to the old rates of brokerage, and the old basis of allowing members to employ others to trade for them on salary, was signed by 81 members, largely pit traders, and presented to the directors of the Board of Trade, who voted, Aug. 14, that the petition be disapproved, for the reason that, in its judgment, "it is unadvisable to make any change at present in the commission rule of the Board, as sufficient time has not elapsed since its adoption to enable the trade to thoroly judge as to the merits of the rule."

Switching and reconsignment charges

on grain and flaxseed in bulk at Chicago have been made free by the C., B. & Q. R. R. under the following amendment: Grain consigned to Chicago locally and after inspection ordered "Hold." Grain consigned to points beyond Chicago billed to "Order of" or "Notify" Chicago parties and ordered "Hold": Free delivery to eltr., team track or private tracks on the C., B. & Q. Ry., or to connecting lines, providing orders for disposition are received within 48 hours from 12 o'clock noon, the day of arrival of cars, provided inspection is made before 10 a. m. of the day of arrival; if inspection is made after 10 a. m. orders must be given within 48 hours from 12 o'clock noon of the day following arrival of the cars. On grain passing through Chicago regardless of how consigned, if stopped at Chicago for inspection, free delivery to connecting line, providing orders for disposition are received within 48 hours from 12 o'clock noon of the day of arrival of cars, provided inspection is made after 10 a. m. orders must be given within 48 hours from 12 o'clock noon of the day following arrival of cars. If orders for disposition are not received within above time a switching charge of \$2 per car will be made.

James Patten has been procuring signatures to a petition for an amendment to the commission rule to go back to the old rate of $\frac{1}{4}$ c per bu. on futures, and, having obtained 100 names, has presented it to the directors of the Board of Trade, thus compelling the directors to place the proposition before the membership for ballot. John Cudahy, who voted for the present rule, says he has not traded in more than 100,000 bus. wheat in 30 days, and says the rule is a failure, and that a restoration of the old rule will work for a larger trade. E. F. Leland says: "If business was good in cotton, stocks, copper and other commodities I would say that the lack of business in grain was the result of our $\frac{1}{4}$ c commission charge. All the markets are dull, and the $\frac{1}{4}$ c charge in grain has had little or nothing to do with the lack of business." Some northwestern firms have diverted their orders from option firms to brokers of their own to avoid paying the higher rate. Floor traders have had poor picking on their brokerage, many firms, who formerly had traders on salary, not even paying a brokerage, the members of the firm themselves executing the order. Commission firms favor giving the higher rate a longer trial, so some of them have had their trade almost cut in two, by customers going to other markets or quitting trading. The loss on account of the smaller trade has been made up by the doubling of the rate. Very few of the grain commission firms have signed the petitions for a change to the old rates. The opinion of the majority appears to be against a change at this time. Capt. I. P. Kumsey, who was opposed to the $\frac{1}{4}$ c commission when it was adopted, now is one of the strong supporters of the advanced rate, believing that the heavy expense under which a commission business is conducted at Chicago warrants a higher charge, and that a change at this time would be unwise.

COLORADO.

Delta, Colo.—Geo. C. Grabill has purchased the grain and feed business formerly conducted by I. M. McMurray.

Colorado Springs, Colo.—D. L. Upton, a grain dealer of Pierce, Neb., has moved to Colorado Springs and will build an

eltr. and engage in the grain business here.

Louisville, Colo.—The Louisville Milling & Eltr. Co. incorporated, \$5,000 capital stock. Incorporators: J. K. Mullen, H. F. Johnson and E. M. Ryan.

Meads Mill, Forkscreek P. O., Colo.—The Mead Milling & Eltr. Co. incorporated, \$8,000 capital stock. Incorporators: J. K. Mullen, H. E. Johnson and R. N. Kelly.

IDAHO.

Idaho Falls, Ida.—The Idaho Milling & Eltr. Co. has been incorporated.

St. Anthony, Ida.—Miller Bros., who have an eltr. here and operate flat houses at Ashton, Sugar City and Rexburg, will increase the storage capacity of their eltr. and install a 3-high roller feed mill.

ILLINOIS.

Heyworth, Ill.—The Rogers Grain Co. is reroofing its eltr.—S.

Spires, Ill.—The Spires Eltr. Co. has installed a gasoline engine.

Matteson, Ill.—The Stege Grain Co. has installed a new engine.

Sand Prairie, Pekin P. O., Ill.—G. F. Smith, of San Jose, will build an eltr. here.

Peoria, Ill.—Business here is dull. Farmers won't sell; oats too cheap.—Geo. Breier.

Mattoon, Ill.—The Mattoon Grain Co. has increased its capital stock from \$9,000 to \$13,000.

Manlius, Ill.—The Farmers Eltr. Co. has been receiving bids for the erection of an eltr.

Graymont, Ill.—The Rogers Grain Co. has remodeled its eltr. and increased its capacity.—S.

Galva, Ill.—S. B. De Forrest has succeeded V. L. Short, having taken possession Aug. 8.—S.

Emden, Ill.—The eltr. for Bartlett, Frazier & Carrington has been completed and is now in operation.

Grand Ridge, Ill.—C. W. Peterson has leased the eltr. bot by the Neola Eltr. Co. of the Atlas Grain Co.

Secor, Ill.—R. J. Stephenson has succeeded Martin Schmidt as mgr. for P. A. Felter, of Eureka.—S.

Carthage, Ill.—F. M. Cutler died Aug. 10. His grain business will be continued by his wife, Mrs. I. A. Cutler.—S.

Oakwood, Ill.—I have resigned my position as grain buyer for B. B. Miner on account of ill health.—C. S. Trimble.

Ocoya, Ill.—Martin Schmidt, formerly mgr. for P. A. Felter at Secor, has taken charge of the eltr. for the Rogers Grain Co.

Lincoln, Ill.—C. W. Spitley, of Spellman & Spitley, is at Eldorado Springs, Mo., for his health. His stay is indefinite.—S.

Middlegrove, Ill.—Edw. Coyner has succeeded his father, J. W. Coyner, in the grain business. He is the only dealer here.—S.

Dwight, Ill.—E. D. Vorhes has removed to Champaign, Ill., to look after the eltr. and mill he recently bot of A. D. Derrough & Son.

El Paso, Ill.—F. S. Larison, grain dealer, is mgr. of the local baseball team. He has piloted his team to success in every game so far.—S.

Manville, Ill.—The Rogers Grain Co. will repair its eltr., which burst last winter, it being too weak to stand the pressure of shelled corn.—S.

Ritchie, Ill.—Burns & Stahl have moved their eltr. to No. Ritchie. They have enlarged and rebuilt the plant and are well prepared to handle the new crop.

Hillview, Ill.—Elmore & Lemmon, of Carrollton, have rebuilt their eltr., putting in new machinery, Western Sheller and Barnard & Leas Cleaner.—S.

Armington, Ill.—The eltr. for E. F. Verry & Son has been completed, replacing the plant burned May 2. The office is built of home made cement blocks.

El Paso, Ill.—Shepard & DeBolt have installed a new Mattoon Loader, which has capacity for 2,000 bus. of oats per hour and 1,500 bus. of corn per hour.—S.

Eylar, Ill.—The Rogers Grain Co. has remodeled its eltr. and has moved its 25-h.p. gas engine here from Harvey, where the company's eltr. burned some time ago.—S.

Elkhart, Ill.—Samuel Mangas has been compelled to build another office because of the new interurban road. Mr. Mangas lives in Lincoln. Edw. Barry is his mgr. here.

Smithdale, Streator P. O., Ill.—This town has no eltr. The farmers occasionally shovel a few cars of grain, but there is not enough grain business to warrant an eltr.—S.

Peoria, Ill.—Mills Bros. have not been able to do much business on account of the serious illness of their mother. One of them is in constant attendance at her bedside.—S.

Middletown, Ill.—H. A. Binns has no eltr. here. He buys some grain, but either shovels it into cars or lets the Middletown Grain & Coal Co. handle it thru its house.—S.

Harness, Ill.—G. Brauer has installed a new dump in his eltr. and otherwise remodeled it. He has installed a Fairbanks Wagon Scale and new 8-h.p. Fairbanks Gasoline Engine.—S.

Stonington, Ill.—The Stonington Farmers Grain Co. incorporated, \$12,000 capital stock, to deal in farm products and supplies. Incorporators, M. A. Holden, J. B. Schrantz and L. F. Doyle.

Knoxville, Ill.—Chas. Wyman, who recently bot the eltr. of his partner, C. M. Weeks, has taken M. T. Burnside as partner in the new firm of Wyman & Burnside and will erect another eltr. this fall.

Walker, Ill.—W. H. Suffern, of Suffern, Hunt & Co., Decatur, has purchased the eltr. property of Chris Feiker, which consists of the eltr., 3 acres of ground and 2 residences. Possession will be given Nov. 1.

St. Charles, Ill.—Wheat growing in northern Illinois is not so unprofitable as has been believed, judging by the yield obtained this year by Earl Garfield, who produced 900 bus. of winter wheat on 20 acres.

Frankfort, Ill.—E. Borms has bot the eltr. of C. E. Jurz, which the latter took on mortgage from H. S. Barker and the Frankfort Eltr. Co. The plant has been closed 3 months pending litigation. It will be operated by the Englehard Borms Co.

Lincoln, Ill.—The Gordon Mill & Grain Co. has a milling capacity of 300 barrels of flour per day and grinds 1,500 bus. of white corn every day. The firm has recently painted and repared its office, making a fine, comfortable place.—S.

Lexington, Ill.—The Rogers Grain Co.

had 2 eltrs. here, but it has moved part of one and made it an addition to the other, giving capacity for 65,000 bus. A new 16-h.p. gasoline engine to replace steam power. The improvements cost about \$3,000.—S.

Chillicothe, Ill.—George McWhorter, the grain buyer, who was shot May 18 by Thomas Harris, a local merchant, for paying too much attention to Mrs. Harris, has sued his former partner, Peter Staab, to compel delivery of certain lots, which figured in a partnership deal closed some months ago.

Clifton, Ill.—M. R. Meents & Son, of Ashkum, have purchased eltr. of S. B. Walton and took possession Aug. 15. Mr. Walton, who has conducted this business for the past 40 years, has retired from the grain business and will devote his time to his large property interests. Frank Meents will probably have charge of the plant.

Ottawa, Ill.—The eltr. of the Illinois Valley Grain Co. was struck by lightning in 3 places recently in one day, but the damage done was small. The lightning followed the wires into the motor house, started a fire and played havoc with the meter. The flag pole was also struck and another bolt followed the grain chute, tearing a hole in the side of the eltr. from which several bus. of corn flowed out onto the ground.

Bloomington, Ill.—James S. Neville, a member of the Illinois State Railroad & Warehouse Commission and pres. of the German-American National Bank here, died Aug. 16 at West Baden, Ind. The recent resignation of Commissioner Geo. French, which has not been accepted, will leave two vacancies to be filled by the governor. Colonel Isaac Ellwood, the third member of the commission, contemplates resigning.

New Holland, Ill.—The Farmers Grain & Coal Co., of Mason City, has leased the eltr. which Jas. Ryan recently purchased from the farmers at auction sale and sold back to them for \$6,000. Walker Pegram, who has for the past 9 years managed the business of the Gordon Mill & Eltr. Co. at Skelton, Beason P. O., will have charge of the plant under the management of the secy. of the company, J. A. McCreery, who will manage the business from the home office.

INDIANA.

Westville, Ind.—Jackson Forbes is doing a scoop shovel business.

Linton, Ind.—The Linton Mill Co., incorporated in May, is building a 100,000-bu. steel eltr.

Stonebluff, Ind.—Chas. Colvert is doing a scoop shovel business. He has no facilities for handling grain.

La Crosse, Ind.—Work has commenced on the eltr. of the McWilliams Land Co., with A. H. Richner foreman.

Arcadia, Ind.—John L. Hinshaw, of Cicero, recently bot in at sheriff's sale the eltr. of Frank Mabbitt, on which he had a mortgage for \$4,027.

Beaver City, Ind.—Lyons, Esson & Light have let the contract for the rebuilding of their 30,000-bu. eltr. to Fred Friedline, to replace the one struck by lightning June 28.

Cook, Cedar Lake P. O., Ind.—The 15,000-bu. eltr. for the Nichols Grain & Hay Co., recently incorporated, has been completed. Cal Nichols, of Lowell, will move here and manage the business.

Raymond, Ind., Oxford P. O., O.—The

eltr. of Chas. E. Reighard burned Aug. 10, with 2,000 bus. of grain. The fire is supposed to have caught from the boiler. Loss, \$8,000; insurance, \$6,000. He contemplates rebuilding.

Indianapolis, Ind.—The Big Four and the Lake Erie & Western Rys. on Aug. 13 informed the state railroad commission that they would abide by its order to reduce rates on grain from certain points to the Chicago rate basis.

Muncie, Ind.—Woodbury & Files ran a "Harvest Excursion" for the benefit of their former patrons from Converse to Muncie in a special train which the firm chartered. Customers, their wives and children traveled free of cost.

J. M. Brafford, secy. of the Indiana Grain Dealers Ass'n, wishes to thank the members for their prompt manner in which they have paid their semi-annual dues. There is scarcely over a dozen on which it has been necessary to make draft.

Berne, Ind.—The steam boilers in grain eltrs. and factories in this county are being inspected by the state factory inspector. At this place a lumber company was fined \$25 for not having complied with the state law requiring inspection.

Hope, Ind.—The omission of a cipher from the named consideration for the sale of their mill by Nading & Sidener was recently declared by the court to nullify the deal, and the firm will not have to part with the property for \$1,000 instead of \$10,000.

Thurman, New Haven P. O., Ind.—Z. H. Travis, of Toledo, O., has decided that he will not remove his eltr. from Thurman to New Haven if he must pay the expenses and made a proposition to the Commercial club of New Haven to pay the cost, but the club refused.

Shelbyville, Ind.—The many friends of the Nading Mill & Grain Co. will be pleased to know that it resumed business on the 7th inst. The avalanche of wheat, the scarcity of cars and the lack of an accommodating banker combined to place the company in temporary embarrassment.

Peru, Ind.—Jos. Shirk and R. A. Edwards have purchased the Wabash Eltr. and have leased it to Weeks Bros., who will continue to operate it under the title of the Canal Eltr. Co. The eltr. has capacity for about 80,000 bus., is thoroughly equipped and located on the Toledo and Detroit lines of the Wabash Road.

Kitchel, Ind.—A case of tipping the trainmen for cars was exposed recently thru the complaint by the Kitchel Eltr. Co. to the state railroad commission that it could not get cars. The commission found that a brakeman had offered cars at \$2 each to the company at Kitchel, but was refused, and the cars allotted the company were sold by the crew at Muncie. The commission gave the name of the brakeman who solicited the bribe to the Cincinnati offices of the C., C., C. & St. L. Ry.

Roby, Ind.—The Western Glucose Co. incorporated, \$2,400,000 capital stock; B. Scully, pres.; F. C. Letts, vice pres.; C. B. Shelden, treas.; Philip L. Saenger, factory supt. A site for the plant to be erected here has been purchased, and comprises 18 acres on the Pennsylvania Railroad. The factory will consume 7,000 to 8,000 bus. of corn daily. The new company has no connection with the Corn Products Refining Co., and part of its output will be taken by two firms deal-

ing in syrup who are among the stockholders.

INDIAN TERRITORY.

Pryor Creek, I. T.—W. A. Graham will build a 30,000-bu. eltr.

Wynnewood, I. T.—F. A. Groninger, of St. Joseph, Mo., will build an eltr. and engage in grain business.

IOWA.

Mason City, Ia.—The Nye-Schneider-Fowler Co. is erecting an eltr.

Vining, Ia.—F. J. Semotan is repairing his eltr. and installing new machinery.

Neola, Ia.—C. H. Cooper has leased the eltr. here of the Neola Eltr. Co.

Underwood, Ia.—C. H. Cooper has leased the eltr. here of the Neola Eltr. Co.

Hazleton, Ia.—Keifer Bros. have installed a new gasoline engine in their eltr.

Popejoy, Ia.—We have bot the eltr. of W. A. Bryant & Sons Co.—Pierce & Zufall.

Humboldt, Ia.—The farmers will organize a company to handle grain, coal, hay, etc.

Lavinia, Ia.—William Crisman has been employed to manage the Farmers Eltr. Co.'s house.

Libertyville, Ia.—Harlie Yost will erect a large building for the storage of grain, hay and feed.

Primghar, Ia.—The L. J. Button Eltr. Co., of Sheldon, has bot the eltr. here of J. T. Scroggs.

Buckeye, Ia.—Wm. Whiteman, of McCallsburg, has taken charge of the eltr. for the Diamond Grain Co.

Montgomery, Ia.—The Stockdale & Dietz Co., of Walcott, has purchased the eltr. of the Albertson Grain Co.

Iowa City, Ia.—The eltr. and mills of the Hummer Mill Co. burned Aug. 19. Loss, \$25,000; partly insured.

Collins, Ia.—J. E. Hale, formerly local mgr. for the Atlas Grain Co., has leased the eltr. of the Neola Eltr. Co.

Hayfield, Ia.—Ed. Cashman, of Crystal Lake, has purchased the eltr. formerly owned by Thos. Cashman, his brother.

Manila, Ia.—The Manila Milling Co. has leased of the Neola Eltr. Co. the eltr. bot by the latter of the Atlas Grain Co.

Gardner, no P. O., Ia.—John Grant is building an eltr. here. This is a new town on the Woodward-Perry Interurban.

Merrill, Ia.—D. C. Harrington, of Pipestone, Minn., has purchased the eltr. here of the Minnesota & Western Grain Co.

Templeton, Ia.—Daeges & Stevenson have leased of the Neola Eltr. Co. the eltr. bot by the latter of the Atlas Grain Co.

Rolfe, Ia.—The repairs on the eltr. of J. H. Charlton, which he recently purchased from Jos. White, have been about completed.

Gray, Ia.—The Updike Grain Co., of Omaha, Neb., has purchased the eltr. of the Westbrook-Gibbons Grain Co. Austin Linn will manage the business.

Sioux City, Ia.—I have moved my headquarters from Hawarden to Sioux City and will handle all business from here in the future.—J. J. Mullaney.

Charles City, Ia.—I have sold both my eltrs. at Doubleday and Floyd Crossing to

the Hunting Eltr. Co. and am not in the business at Charles City.—H. J. Sals.

Ocheyedan, Ia.—Jas. H. Keating, of Estherville, has taken charge of the eltr. for the Farmers Eltr. Co. The house was recently purchased from Anderson & Moen.

Guernsey, Ia.—The eltr. of A. N. Drummond burned at midnight Aug. 12, with the office, corn cribs and coal house. The fire started in the engine room. Loss is total.

Thor, Ia.—The Farmers Eltr. Co. has been organized and has purchased the eltr. of the Thor Lumber & Grain Co. K. J. Hanson is mgr. Possession was given Aug. 15.

Rands, Ia.—Since the purchase by the Neola Eltr. Co. of the eltr. of the Atlas Grain Co. the former is taking down the old eltr. built a few years ago by Pease Bros. of Des Moines.

Des Moines, Ia.—J. M. Brown, who had charge a few years ago of the Counselman line of country eltrs. in Iowa, and whose mind gave way, died 4 months ago at an Illinois sanitarium.

Linn Grove, Ia.—The Farmers Co-operative Eltr. Co. is building an eltr., having been unable to come to satisfactory terms with the Western Eltr. Co. for the purchase of one of its eltrs.

Dayton, Ia.—G. A. Gustafson has traded a farm in Minnesota for the eltr. of C. A. Lundblad & Co. and is continuing the business. Mr. Lundblad intends to take a rest from active business.

Osage, Ia.—The Western Eltr. Co. has thoroughly repaired its eltr. here. The wooden driveway has been replaced by one of earth and a new 6-hp. Foos Gasoline Engine has been installed.—C. N. Bates, agt.

Estherville, Ia.—The Stockdale & Dietz Co., of Walcott, has opened an office here and will make it one of the principal offices of its system. J. E. Stockdale, vice-pres. of the company, will have charge.

Vincent, Ia.—J. B. Schmoker & Co. are defendants in a suit brot by S. A. Middleton to recover the value of 1,021 bus. of wheat stored by him in the firm's eltr. and alleged to have been appropriated by the firm.

Madrid, Ia.—The Neola Eltr. Co. will begin work at once on a 25,000-bu. eltr. to replace the house burned July 9. The plant will be a buying station only. It will be equipped with sheller and a gasoline engine will be installed.

Renwick, Ia.—The Renwick Farmers Exchange is having the eltr. recently purchased from L. B. Munger repaired by the Younglove Construction Co. It is estimated that \$2,000 will be spent in the improvements.—F. M. Webb, agt. North-ern Grain Co.

LeMars, Ia.—John A. Sauer has let the contract for the removal of his eltr. from the right of way of the C. S. P. M. & O. Ry. to the line of the I. C. Ry. Work has been commenced on the removal and it is expected that it will be completed in about 10 days.

Adaza, Ia.—Wright & McWhinney have leased of the Neola Eltr. Co. the four houses recently purchased by that company of the Atlas Grain Co. at this place, Bagley, Earling and Portsmouth. The purchase of the Atlas line gave the Neola Co. two eltrs. at many stations, and the houses not needed have been leased.

Keokuk, Ia.—The American Rice Packing Co., of New Orleans and St. Louis,

has purchased the plant of the Gate City Milling Co. and property adjoining and will operate it as a cereal mill, which will be in operation by Nov. 15. The plant is now being overhauled and new machinery will be installed. A. W. Hulson is superintendent.

Le Mars, Ia.—The Plymouth County Farmers Eltr. Ass'n has let the contract for the erection of its 30,000-bu. eltr. to L. Buege. The plant will cost about \$5,000 and will be equipped with a patent dump and 15-h.p. gasoline engine. Work has been begun on the construction and the plant is to be ready for grain by Oct. 1. The plans for the eltr. were furnished by the Younglove Construction Co.

Des Moines, Ia.—After an investigation of the complaints that the railroads have refused sites for new eltrs. Railroad Commissioner N. S. Ketchum has concluded that the eltrs. at many towns having 3 or 4 eltrs. are too small, their aggregate capacity being only 50,000, when the needs of the farmers tributary demanded storage for 150,000. As soon as the small eltrs. are filled it is a question of loading cars direct, Mr. Ketchum declared. The commission will induce the railroads to require the erection of larger eltrs. The shortage of cars in the northern part of the state is traced to this lack of eltr. capacity. Does the commissioner believe that the eltr. proprietor should provide storage for all the grain bot in a month so that he can wait weeks for the railroad to supply cars?

KANSAS.

Bern, Kan.—J. Vanier has succeeded W. H. Harrison.

Mingo, Kan.—The A. J. Poor Grain Co. is building a 12,000-bu. eltr.

Eureka, Kan.—The 30,000-bu. eltr. for R. E. Teichgraber has been completed and is receiving grain.

Topeka, Kan.—Prosecution of the alleged combination of millers is said to be contemplated by the atty.-gen. of the state.

Eureka, Kan.—C. W. Hale has purchased a site and will build a small eltr. and bins for corn. A corn sheller will be installed.

Hays City, Kan.—The Farmers Eltr. Co. is building a 25,000-bu. eltr. A 15-h.p. gasoline engine, furnished by the Witte Iron Works Co., will be installed.

Hiawatha, Kan.—P. M. Kelly's eltr. on the St. Joseph & Grand Island Ry. burned early on the morning of Aug. 19. Loss, \$15,000; insurance, \$9,000, all in stock companies.

Russell, Kan.—Henry Fose and Willis Dutt have purchased the eltr. of W. H. Morrison and have succeeded him. Mr. Dutt was with Mr. Morrison for a number of years.

Arlington, Kan.—The eltr. of the Hoffman Eltr. Co. burned Aug. 14, with 1,000 bus. of wheat and a car of flour. Loss about \$5,000; partly insured. It is understood that the house will be rebuilt.

Lost Springs, Kan.—We have built a 10,000-bu. eltr. on the Santa Fe Ry. The firm name is E. P. Mowrer & Co. The old firm of Nuss & Mowrer is closing up its business. Mr. Nuss has moved to Marion.—E. P. Mowrer & Co.

Crystal Springs, Kan.—The eltr. of the Farmers Co-Operative Ass'n of Kansas City burned at midnight Aug. 14 with 180 bus. wheat. Loss, on contents and building, \$6,500; insurance, \$4,500. The house will be rebuilt.

Topeka, Kan.—Bucket shops are to be attacked by the atty.-gen. of the state under the law enacted 7 years ago, but never enforced. Under the law the state can proceed against the owners of buildings in which the operation of bucket-shops is permitted.

Kansas City, Kan.—A law making it a felony to substitute inferior grain for grain inspected and graded by the inspectors will be recommended to the state legislature at its next session by Chief Grain Inspector J. W. Radford, who alleges that a certain firm changed the contents of cars after having been graded, using the original certificate. This brot the Kansas inspection dept. into disrepute and defrauded the buyer.

KENTUCKY.

Hardinsburg, Ky.—T. J. Hook will erect an eltr. next spring of 20,000 bus. capacity and increase the capacity of his mill.

Hickman, Ky.—The Dohnke-Walker Milling Co., Ed Prather and the J. F. & S. L. Dodds Co. have organized the Hickman Grain Co., which will erect a plant at West Hickman on the cotton gin grounds. The grain and cotton business will be operated separately.

The farmers of Fayette county heard that wheat buyers had formed a combine and would refuse to pay more than 76 cts. for wheat. The growers were immediately up in arms and held a hot meeting, at which they agreed to hold wheat for 80 cts. a bu. and to refuse all offers of lower prices. An elevator was also talked of. Having worked off their excitement the farmers are selling at the prevailing market prices. The trust bugaboo has disappeared.

LOUISIANA.

New Orleans, La.—Henry V. Mary, aged 18, was smothered recently at the eltr. of the Atlas Feed & Milling Co. He was shoveling grain and accidentally fell into a bin and was buried under a large quantity of oats. He was alive when rescued, but died at the hospital.

MARYLAND.

Baltimore, Md.—Kirwan Bros. Grain Co. received the first rye of the season Aug. 11, from Indiana.

Baltimore, Md.—With regard to the annual convention of the Pennsylvania State Millers Ass'n at this city Sept. 18, 19, 20, Pres. Edward E. Reindollar says: I have worked harder for the success of this convention than anything I ever undertook to work up, and I have had the support of the best grain and mill men in Baltimore.

MICHIGAN.

Croswell, Mich.—The Farmers Eltr. Co. has let the contract for a large addition to its building.

Caro, Mich.—The Caro Eltr. Co. has recently installed a 12-h.p. gasoline engine and bean cleaning machinery.

Parma, Mich.—The grain eltr. of the M. C. Ry. has been repaired. The driveway was all built over new.—S. C. Godfrey.

Delton, Mich.—S. P. Brandstetter, who recently purchased the local mill, has remodeled it into an eltr., installed a gasoline engine and is now ready to handle grain.

Hopkins Station, Mich.—The eltr. and

feed mill of Gotlieb Lemecke burned recently. A spark from a locomotive is thot to have started the fire. Loss, \$7,000; insurance, \$3,000.

Grand Ledge, Mich.—The firm of W. L. Ireland & Co. has been organized, with \$12,200 capital, to handle grain, beans and hay. Wm. L. Ireland, who recently purchased the eltr. of John H. Walsh, M. D. Kirby, of Lansing, and E. I. Isbell, of Jackson, are interested.

Marcellus, Mich.—Floyd Burlington, a farmer, has purchased for \$4,000 the eltr. from Daniel Russell. Possession was given at once, but as Mr. Burlington can not leave his farm until fall Mr. Russell will operate the house for him until then. Mr. Russell will take a trip to the Pacific coast.

Carsonville, Mich.—We are remodeling the 2 eltrs. recently purchased from Hugh Baird and Chas. J. Walker, putting in new machinery thruout. We are enlarging cupolas, putting stone foundations and basements under both buildings, building a large warehouse, covering the whole outfit with iron and putting on gravel roofs.—Bad Axe Grain Co., Bad Axe.

Detroit, Mich.—The Grand Trunk Ry. gave the Board of Trade notice Aug. 20 that it would include in the redesigning privilege the territory west of Durand to and including Edwardsburg on the Grand Trunk Western, and west of Pontiac to and including Jackson on the Michigan Air Line. The extension of the redesigning privilege will open to Detroit dealers a large territory from which they have been excluded.

Chatham, Mich.—Experiments to develop a variety of corn that will mature in the northern peninsula of Michigan are being conducted by Leo. M. Geismar, supt. of the state agri. exp. farm here, Supt. Geismar found one corn which ripens in this latitude that has been raised for 23 years, and still another corn with a record of having been grown successfully for 13 years. He has also at the station a corn developed by himself that ripens and reaches a good growth. This year Mr. Geismar has in progress an experiment with these several corns out of which will eventually be developed a variety that will ripen and give good results in the entire Lake Superior region, with far-reaching effect on agriculture in the territory.

MINNEAPOLIS.

W. S. Ankeny has sold his membership in the Chamber of Commerce.

Memberships in the Chamber of Commerce sold recently for \$4,900.

R. Troendle has been expelled from the Chamber of Commerce on account of uncommercial conduct.

Wages of roustabouts in the grain eltrs. have been advanced from \$1.75 per day to \$2.25 on account of the difficulty of getting men.

W. L. Beaton, who has been traveling superintendent for the Peavey System, has succeeded E. W. Kneeland as mgr. of the Duluth Eltr. Co.

The Russell-Miller Milling Co. has decided to defer the erection of its milling plant until next spring.

The first car of new spring wheat was received at Minneapolis Aug. 17 over the Milwaukee road from Mellette, S. D. The car graded No. 2 northern and sold at 72½ to a mill.

The Archer-Daniels Linseed Oil Co., which recently increased its capital stock,

has let the contract for a 3-story brick addition to its mill, the addition to cost \$10,000.

The Chamber of Commerce remained closed Aug. 15 in honor of the old soldiers of the G. A. R., who held their parade on that day. The motion for closing was carried by acclamation.

A committee, composed of directors of the Minneapolis Barley Ass'n and of the Chamber of Commerce, recently decided that all barley bot and sold in Minneapolis after Aug. 15 should be on the basis of 48 pounds to the bu.

Middleton Sennes Grover, resident mgr. of the American Linseed Co., died Aug. 12, aged 40, after a week's illness from typhoid fever. Mr. Grover was a member of the Chamber of Commerce and came to Minneapolis about 6 years ago.

The Martin Eltr. was slightly damaged Aug. 18 by a fire which started in one of the upper bins, which contained several carloads of wheat. The loss is several thousand dollars, as much grain in the lower bin was damaged by fire and water.

The Sheffield Mill & Eltr. Co. has let the contract to H. N. Leighton & Co. for the erection of 10 concrete storage tanks as an addition to Eltr. K. The tanks are to be 24.6 ft. in diameter, 80 ft. high and will have capacity for 500,000 bus. of grain, doubling the capacity of the eltr. will have a handling capacity of 7,000 bus. of grain per hour and storage capacity for 1,000,000 bus. The addition will cost \$50,000 and is to be completed by Nov. 15.

The Loftus-Hubbard Eltr. Co., of St. Paul, at a hearing before the State Railroad and Warehouse Commission Aug. 21, requested that the state weighing of hay be re-established. Testimony was received from a number of hay commission men that the railroad scales are sometimes inaccurate to the extent of 2,000 pounds, and the verdict of several hay dealers present was that they were not to be relied upon. Those present at the hearing were representatives of Loftus-Hubbard Co., St. Paul, W. P. Devereux, H. W. Brown, Cleveland & Co., J. R. Sternberg and Renk & Co., Minneapolis.

MINNESOTA

Edgerton, Minn.—O. S. Howard has succeeded Howard & Bemis.

Stephen, Minn.—J. Gillespie's eltr. recently was damaged by lightning.

Clitherall, Minn.—The Clitherall Grain Ass'n incorporated, \$20,000 capital stock.

Sargeant, Minn.—L. W. Powers has purchased the eltr. operated by W. F. Markham.

Sherburn, Minn.—The Great Western Eltr. Co. is building an addition to its eltr.

Luverne, Minn.—M. Ryan has purchased the eltr. of the Benson Grain Co. and has taken possession.

Glencoe, Minn.—The Farmers Union Eltr. Co., of Webster, S. D., will build a wheat mixing house here.

Lafayette, Minn.—Anton Malmberg has succeeded Victor Lund as grain buyer for the Great Western Eltr. Co.

Climax, Minn.—J. M. Johnson, of Murdock, has succeeded J. B. Myers as mgr. for the Northwestern Eltr. Co.

Altura, Minn.—The eltr. of J. H. Hans burned recently, with 5,000 bus. of barley. Loss, \$7,000; partly insured.

Duluth, Minn.—The Loomis-Benson

Co., of Minneapolis, will soon open an office, with E. R. Anderson in charge.

Elizabeth, Minn.—The Stewart Eltr. Co., of Minneapolis, has purchased the eltr. of the Jenkins Eltr. Co., of Fargo, N. D.

Grand Meadow, Minn.—A. D. Moore, who purchased all the interests in the farmers' warehouse will operate the house this fall.

Duluth, Minn.—Atty.-Gen. Young of Minnesota on Aug. 17 began his argument in the suit to dissolve the Duluth Board of Trade.

Lake Benton, Minn.—The Farmers Co-operative Ass'n has bot the eltr. of Bingham Bros., and Mgr. E. B. Mennie will run both houses with a helper.

Spring Valley, Minn.—The Pierce-Stephenson Eltr. Co. is remodeling and enlarging its house. James Pierce has succeeded C. W. Greene as mgr.

Lake Park, Minn.—B. C. Crangle, secy. of the Federal Eltr. Co., Winona, says the company may raze the present eltr. here and erect a house of 50,000 bus. capacity.

Walters, Minn.—Mr. Lund, of Brice-lyn, has taken charge of the eltr. for John P. Coffey, of Luverne, who has purchased the eltr. of H. J. Ries, of Armstrong, Ia.

Ellsworth, Minn.—The eltr. for John P. Coffey, of Luverne, has been about completed. The main part of the building contains 9 bins with a capacity of over 30,000 bus.

Benson, Minn.—The eltr. of the Northwestern Eltr. Co. is to be removed to another location, because of the erection of a depot. E. M. Eastman of Litchfield has the contract for moving.

Lake City, Minn.—J. A. Smith has purchased the eltr. of the R. E. Jones Co. and took possession at once. H. W. Eastman, who has been with the Jones Co., will remain during the coming season.

Bixby, Minn.—The Sheffield Mill & Eltr. Co. is making improvements in its local eltr. The driveway is being inclosed, office is being built off the driveway and new dump scales are being installed.

Battle Lake, Minn.—The warehouse of the Farmers Co-Operative Grain Co. burned Aug. 13 with considerable grain. The insurance on the house had been allowed to lapse. Loss on grain covered by insurance. G. W. Johnson is mgr.

Wylie, Minn.—At the meeting held by the Farmers Eltr. Co. to open the bids for the erection of its eltr. the bids were not opened and it is that that the company will not build this fall, as it is uncertain that the G. N. Ry. will leave its track into Wylie.

St. Paul, Minn.—The Minnesota Railroad & Warehouse Commission has issued no ruling requiring grain buyers to apply what is known as the sieve test to each and every wagon load of grain. If there is one in existence it has been ordered by the eltr. companies.—F. W. Eva, chief inspector.

Pipestone, Minn.—The Harrington Grain Co. has been organized to operate a line of 11 eltrs. in Minnesota, South Dakota and Iowa. D. C. Harrington is general mgr. and W. V. Harrington is superintendent of the eltrs. The Farmers Eltr. Co. is making improvements in its eltr. and increasing the capacity. A new boot, belt and cups are being installed.

Luverne, Minn.—I have purchased the

line of eltrs. of H. J. Ries, of Armstrong, Ia., which gives me 12 eltrs. beside the plant here. The eltrs. are located at Gruver, Maplehill, Gridley and at Neil spur, Forest City P. O., Ia., Brice-lyn, Walters, Ormsby, Ashcreek, Trosky and Ellsworth, Minn., and Clear Lake, S. D. Headquarters and main office will remain at Luverne.—John P. Coffey.

St. Paul, Minn.—Imposition of a \$5 per car charge for reconignment by the Minneapolis and St. Paul roads was blocked recently by Geo. S. Loftus, who prepared to file a complaint with the state railroad commission. The other roads have been bringing pressure to bear on the Wisconsin Central and the Great Western to abolish the free reconignment.

St. Paul, Minn.—The state railroad and warehouse commission on Aug. 8 established the following three grades of hay: No. 1 mixed hay shall be hay of the different grasses, of good color, properly cured, sweet, sound and well baled. No. 2 mixed hay shall be hay of the different grasses, not good enough for No. 1, of fair color, sweet, sound and well baled. No. 3 mixed hay shall be hay of the different grasses, not good enough for the other grades, sound and well baled.

Duluth, Minn.—A proposition to buy barley on the basis of 48 lbs. to the bus. instead of 50 lbs. was recently considered by the Duluth Board of Trade, following the recent adoption of a resolution by the directors of the Minneapolis Chamber of Commerce to buy at 48 lbs. One suggestion was that the barley be bot on the basis of 48 lbs., with a dockage by the inspector for dirt. The plan was rejected by a unanimous vote.

MISSOURI

Joplin, Mo.—Am thinking of embarking in the grain business.—G. D. Williams.

Kansas City, Mo.—Patrick E. Mallon, a retired grain merchant, died Aug. 10, aged 84 years, of old age.

St. Louis, Mo.—H. H. Savage, formerly with the Waggoner Grain Co., is now connected with the Cochrane Grain Co.

St. Louis, Mo.—E. G. Bartling, of the Bartling Grain Co., Nebraska City, Neb., has applied for membership in the Merchants Exchange.

St. Louis, Mo.—Arthur Brockman, formerly with the Waggoner Grain Co., now has charge of the grain department of the John Wahl Commission Co.

Kansas City, Mo.—W. J. Mann, formerly a member of the Board of Trade and in the grain business here, is now with the Terminal Eltr. Co.

St. Louis, Mo.—W. M. Minor, formerly of Minor-Powell Co., St. Louis, is now in Philadelphia, but refuses to pay indebtedness incurred by the old firm.

St. Louis, Mo.—Traffic Manager Lincoln recently announced that the Burlington would radically reduce grain rates to St. Louis, to enable this city to compete with Chicago.—W. H.

St. Louis, Mo.—Wheat receipts at this city during July were 3,237,182 bu., against 4,378,724 for the same month in 1905, 2,194,724 in 1904, 2,966,192 in 1903, and 5,944,122 in 1902, which was the largest receipts in July on record for this market.—W. H.

Kansas City, Mo.—Wilbur H. Hyres, secy. of the National Board of Trade, committed suicide Aug. 11. Hyres reported, 2 hours before his body was found, by telephone that he was short \$10,000 in

his accounts. He lost the money speculating in grain. Hyres was formerly employed in the St. Paul office of the Edwards-Wood Co. bucket-shop as head bookkeeper.

St. Joseph, Mo.—The Business Men's League is offering encouragement to grain dealers to establish themselves in this city to handle the grain crops which the league considers tributary to the city. Horace G. Krake, commissioner, is sending out a Booklet of Facts on St. Joseph for those seeking locations for business.

Kansas City, Mo.—J. H. Harkless, atty. for the National Board of Trade, has filed a petition with I. B. Kimbrell, prosecuting atty., to proceed against the Kansas City Board of Trade, for alleged violation of the Missouri anti-trust law. In the bulky petition it appears that the chief objection by the National aggregation to the Kansas City Board is the rule of the latter, section 15, prohibiting members from having dealings with a bucket-shop.

St. Louis, Mo.—Thru rates on grain from all points on the Santa Fe in Kansas to St. Louis were put in force Aug. 18 by that line, observing the regular difference under the Chicago rates. As the Santa Fe has not hitherto made thru rates to St. Louis on grain the announcement is welcomed by the local grain dealers. A number of roads have announced reductions of 1c to 3c on grain from Illinois points to St. Louis.

NEBRASKA.

Filley, Neb.—A. L. Stanhope will build a small eltr.

Cedar Creek, Neb.—M. Williams will build an eltr.

Grafton, Neb.—Real & Evans have succeeded Real & Fennell.

Herman, Neb.—The eltr. for Henry Roberts has been nearly completed.

Beaver City, Neb.—The eltr. for the Farmers Eltr. Co. has been completed.

Chappell, Neb.—The Sudman & Fish Co. contemplates the erection of an eltr.

Axtell, Neb.—The Axtell Grain & Flour Co. contemplate the erection of a flour mill.

Superior, Neb.—Work has been commenced on the 25,000-bu. eltr. for Geo. Scoular.

Talmage, Neb.—The Bartling Grain Co. will overhaul its eltr., which has been idle for some time.

Scribner, Neb.—The Diels Milling & Grain Co. incorporated, \$200,000 capital stock, to succeed Diels Bros.

Yutan, Neb.—The O. F. Peters Grain Co. is removing its eltr. from the right of way of the U. P. Ry. to that of the Burlington Road.

Liberty, Neb.—Matthews & Copeland, who have been engaged in the business here for some time, have bot the eltr. of the Jones Grain Co. for \$5,800.

Thompson, Neb.—W. S. Rounds is installing a 15-h.p. gasoline engine, feed mill and machinery and supplies furnished by the York Foundry & Engine Works.

Silver Creek, Neb.—Kent & Burke have commenced work on their eltr. The machinery and supplies are being furnished by the York Foundry & Engine Works.

Edison, Neb.—The Farmers Co-operative Grain Ass'n incorporated, \$3,000 capital stock. Incorporators, Hugh Gibson, W. A. Martin, J. W. Melroy, and others.

Abie, Neb.—Anton F. Marik has resigned his position with the Trans-Mississippi Grain Co. here and has accepted a

position with the Ewart Wilkinson Grain Co., of Lincoln.

Adams, Neb.—Bryson & Miller, are making extensive improvements in their milling plant and have placed an order with the York Foundry & Engine Works for machinery and supplies.

Uehling, Neb.—The Farmers Eltr. Co., recently incorporated, has purchased for \$1,800 the eltr. of Theodore Uehling. The Heyne Grain Co. has purchased the eltr. of the Devereux Eltr. Co. John Heyne is mgr.

Omaha, Neb.—J. H. Bray has succeeded S. M. Bray as manager of the Omaha office of the Williams-Fitzhugh Co., of Memphis, Tenn. S. M. Bray has been transferred to the home office at Memphis.

Trenton, Neb.—H. C. Benedict has succeeded Clark Marsh as mgr. of the Thomson Eltr. for the J. M. Sewell Co. The eltr. belongs to Mrs. Benedict, who was Mrs. Wallace Thomsen. The house will be enlarged.

Lincoln, Neb.—C. G. Crittenden, others of the company and Milwaukee parties have purchased the interest of Alex. Berger in the Central Granaries Co. Mr. Crittenden is pres. and F. D. Levering vice-pres.

Garrison, Neb.—I have removed to Cedar Rapids, Neb., and am in no way connected with the grain trade. Discontinue my subscription. I found the Grain Dealers' Journal of great value while in the grain trade.—A. H. Aden.

Loup City, Neb.—The Farmers Eltr. Co. has let the contract for the erection of an eltr. They will install Howe Gasoline Engine and Wagon Scale, Barnard & Leas Cleaner and other machinery furnished by the York Foundry & Engine Works.

Page, Neb.—Thos. Wade has just completed his eltr. The machinery equipment includes a Howe Gasoline Engine, Howe Hopper and Wagon Scales, Barnard & Leas Cleaner, New Era Passenger Eltr. and machinery furnished by the American Supply Co.

Beatrice, Neb.—Robert Pease, of Salina, Kan., has purchased a half interest in the grain and coal business of Cummings & Laughlin and the firm will hereafter be known as Cummings & Pease, Mr. Laughlin having retired and will remove to Kansas City.

Nebraska City, Neb.—The Bartling Grain Co. will move its east eltr., which has stood idle for several years, up to the one now in operation and increase its bin storage capacity. The house will be overhauled and will be completed in time to handle the new crop.

Diller, Neb.—The scales on the upper floor of the eltr. of the Farmers Eltr. Co. gave way recently and crashed thru the lower floor into the pit. They have been replaced and the company has raised the roof of its eltr. and is building on, increasing the capacity by 5,000 bus.

Omaha, Neb.—Barney Greavey, Fred Ellis and J. Ahern were arrested here Aug. 11 on a charge of blowing open the safe in the office of the Nebraska Hay & Grain Co. the night previous. There was no money in the safe and a check for \$1,000 taken by the robbers was found at the rear of the building.

Omaha, Neb.—After a conference with railroad officials at Chicago recently Secy. McVann telegraphed the Grain Exchange that "I have succeeded in securing an entirely satisfactory basis of rates on corn and oats from South Dakota points. Tar-

iffs will be issued by the Milwaukee and Northwestern roads in a few days."

Rockford, Neb.—The eltr. of the Hayes-Eames Eltr. Co. burned Aug. 6, with 1,400 bus. of wheat, 600 bus. of oats and 400 bus. of corn. The fire is supposed to have been started by sparks from a locomotive and as the town has no fire protection there was not much chance of saving the building. Loss about \$6,000; partly insured. The insurance has been adjusted and the eltr. will be rebuilt as soon as possible.

NEW ENGLAND.

Nashua, N. H.—Wm. Peel has purchased the grain business of Wm. Hall.

Chicopee, Mass.—The eltr. for Miner & Crehore has been completed. The house has 8 bins, having capacity for from 1,000 to 3,000 bus. each. An electric motor has been installed.

Clinton, Mass.—The Wallace Grain Co. incorporated, \$5,000 capital stock, to deal in grain, hay and straw. F. F. Wallace, Clinton, pres.; J. W. Perry, North Wilbraham, treas.

Rockland, Mass.—The Albert Culver Co. contemplates building a 20,000-bu. eltr. on the right of way of the N. Y., N. H. & H. Ry. The house is to be 30x40 ft. and will have a 10-ft. tower for distributing grain. The present plant will be moved to connect with the new house.

Boston, Mass.—The Boston & Maine Ry. has issued the following notice relative to the eltr. tariff on export grain, the change going into effect Aug. 20: For elevating, 9/10 of a cent per bu., which includes storage and insurance for 20 days. On grain to be used for cattle feed on ocean steamers, 1 1/4 cent per bu., which includes storage and insurance for 20 days and delivery at B. & M. wharves on which eltr. is located in cars. After expiration of the 20 days a charge of 1/8 cent per bu. for each 10 days, or fraction thereof, to cover storage and insurance. For blowing and screening 1/8 cent per bu. is charged. For drying wet grain 3 1/2 cents per bu. and for damp or warm grain 2 1/2 cents per bu. Charges for elevating and drying will be by the gross and for storage on the net weights. A circular, practically the same, has been issued by the N. Y., N. H. & H. Ry.

NEW YORK.

New York, N. Y.—The 4 bucket shops of John A. Boardman & Co. were raided Aug. 10.

The New York State Millers Ass'n will hold its annual meeting at the Iroquois hotel, Buffalo, N. Y., Sept. 12-13.

New York, N. Y.—Wm. H. Martin, formerly a grain broker of Chicago, has filed a petition in bankruptcy. Liabilities, \$33,600; assets, \$12,525.

New York, N. Y.—Thos. P. Gaunt, general mgr. of the Corn Products Refining Co., died recently while returning from Europe on an Atlantic steamer.

New York, N. Y.—Henry Nicolay has retired from the firm of Logan & Bryan, owing to ill health. He has had charge of the New York office for 20 years and is succeeded in this office by J. G. Lonsdale, another member of the firm.

New York, N. Y.—Wm. J. Overacker incorporated, \$15,000 capital stock, to deal in grain, hay, straw and farm products. Incorporators, W. J. Overacker and V. M. Overacker, Melrose, N. Y., and John K. Overacker and G. D. Bedell, Dumont, N. J.

New York, N. Y.—M. J. Sage & Co.,

one of the largest of the bucket-shop systems infesting this city, suspended its betting operations Aug. 22, to the sorrow of thousands of dupes. The liabilities of the firm are \$330,000, and the assets, \$116,000; but the accounts of the 25,000 customers thruout the east and south, where the company maintained 300 branch offices, will swell the total losses to \$2,000,000, it is said. The concern is said to have been backed by Al Adams, policy shark.

BUFFALO LETTER.

The New York State farmers have about stopped selling their wheat, as they have money and can wait for it to resume the prices that were paid at harvest time.

Tho mill feeds are not what they were in price, there is still a good spot trade at a premium, which our millers are making the most of. They have done well on this side of the trade all season.

Spring wheat dealers find that it is hard to get what they want to sell, but do not care to say that there is a corner in it at Duluth, altho dealers who are not in that trade are claiming that such is the case.

The harbor eltr. owners are looking forward to a fine fall trade, and they need it, for they are handling all grain cheap, with no prospect of doing a really paying business except thru a heavy movement or a big increase of winter storage.

The members of the barley trade are now about ready to take care of the new crop, but do not report it in very good shape, so far as received. Some has come in from Ohio that did not smell to the minds of the buyers and it had to be sold pretty cheap.

This port is pleased over an occasional cargo of wheat from Toledo again. That trade used to be very large and it kept the canal schooners busy all the fall, but it has been next to nothing of late years, for western winter wheat has not moved thru this market at all liberally for quite a long time.

The decision of the east-bound railroads not to permit the millers of corn and oats to use ex-lake grain any more for milling in transit has brot them into line pretty fast. The Electric Eltr. & Milling Co., which was not a rail concern to any great extent till now, is already able to announce that it is a rail house as much as any.

Business in grain by canal is still favorable to the boatman, who manages to hold his spring rate, based on 4 cents on wheat to New York. The rates have been held so high that sometimes there was very little canal grain offering, but there is more on the market now and the fall movement in all grain is expected to be strong.

Millers and other buyers of spring wheat fail to see why it should be held about 5 cents over winter, and they are therefore inclined to wait for lower prices. The Buffalo millers do not buy much spring wheat of dealers here, preferring to take it in large lots at the close of the lake season and hold till the lakes are open again in spring.

The work on the new plant of the American Malting Co. is being rushed as fast as possible. It appears that the contract calls for an eltr. and malting facilities ready for the early fall and the work is not quite as far ahead as it might be. Neighbors of the new plant complain that a premium is being offered to men who can carry on the work.

Probably the chief surprise in the grain market now is the big showing made by the oat crop, which is so much better in the east than it was in the southwest.

The receipts from the latter direction have been very poor stuff to a great extent since the new crop began to arrive, but the New York and Canadian crops are large and fine, tho the straw is short.

Wheat is coming in strong all along the line by lake now, cargoes from Fort William already being on the list. This trade will be large without doubt. Too bad all the splendid wheat going thru here must be exported. Grain receipts by lake for the week amount to 2,144,000 bus. of grain, of which 1,156,000 bus. was wheat. There is next to no rye moving thru here.—J. C.

NORTH DAKOTA.

Mapes, N. D.—Lamb Bros. are building an eltr.

Tagus, N. D.—M. C. Egan is building a 30,000-bu. eltr.

Rugby, N. D.—The Rugby Roller Mill Co. is building an eltr.

Bergen, N. D.—M. W. Nelson, of Grano, is building an eltr.

Adrian, N. D.—The Red River Milling Co. will build a large eltr.

Menoken, N. D.—The Northwestern Eltr. Co. is building an eltr.

Dover, Carrington P. O., N. D.—T. H. Cousins is building a 30,000-bu. eltr.

Cleveland, N. D.—The eltr. for the Powers Eltr. Co. has been completed.

Kintyre, N. D.—C. L. Merrick & Co., of Napoleon, are building a 20,000-bu. eltr.

Portal, N. D.—I have sold my eltr. advertised in the Journal.—J. W. Fetter.

Durbin, N. D.—Christ Zimmerman has resigned his position with the Cargill Eltr. Co.

Montpelier, N. D.—The Chicago Ranch has purchased the eltr. of the Monarch Eltr. Co.

McHenry, N. D.—Ed Rohrig has severed his connection with the Halvorson Eltr. Co.

Ayr, N. D.—The Cargill Eltr. Co. will build an eltr. The old house is being torn down.

Hannaford, N. D.—F. L. Barkee, of Lake Mills, Ia., is now mgr. for the Farmers Eltr. Co.

Mohall, N. D.—The Farmers Eltr. Co. has purchased for \$6,250 the eltr. of M. F. Swanston & Co.

Durbin, N. D.—H. E. Emker, of Richdale, has taken charge of the eltr. for the Imperial Eltr. Co.

Tower City, N. D.—Andrews & Gage, of Minneapolis, are doubling the capacity of their eltr.

Penn, N. D.—Henry Holtz, of Willow City, has taken charge of the eltr. for the Farmers Eltr. Co.

Wolford, N. D.—The Acme Grain Co., of Minneapolis, has purchased the eltr. of the Douglas Eltr. Co.

Bowbells, N. D.—J. E. McKeane has resigned as mgr. for the Rothsay Eltr. Co. and will remove to Ambrose.

Mapleton, N. D.—Carl Ettiman, aged 14, fell into a wheat bin of the eltr. recently, and was smothered to death.

Finley, N. D.—Wm. Bateman has succeeded S. S. Steenson as grain buyer for the St. Anthony & Dakota Eltr. Co.

Leal, N. D.—F. B. Smith, formerly mgr. of the eltr. for the Farmers Eltr. Co., has taken charge of the eltr. for the Osborne-McMillan Eltr. Co.

Lynchburg, N. D.—Chris. Zimmerman, formerly agt. for the Cargill Eltr. Co. at



Cover's Dust Protector
Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
124 Perley St., South Bend, Ind.



The Minster Machine Company, Minster, Ohio
Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

BEALL ROTATING CORN CLEANERS

Do Not Shake.
Do Not Waste Grain.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

Fumigate your Elevators and Mills with


FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.
10c per lb. in 50 lb. and 100 lb. drums.
Send for printed matter.
EDWARD R. TAYLOR,
Manufacturing Chemist Penn Yan, N.Y.

The Practical Gas Engineer

tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.
A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.



Durbin, has taken charge of the eltr. of the Chaffee Eltr. Co.

Deering, N. D.—The Farmers Eltr. Co. has let the contract for the erection of its eltr. to L. T. Stromswold. Goosze & Calkins will build an eltr.

Fullerton, N. D.—The Minnesota Eltr. Co., of Minneapolis, has purchased the 30,000-bu. eltr. of the Osborne-McMillan Eltr. Co.—J. P. Gamber, agt.

Towner, N. D.—The R. A. Fox Eltr. Co. is building a 35,000-bu. eltr. The Acme Eltr. Co. is building a 15,000-bu. annex to its eltr. A. J. Lee is mgr.

Williston, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Geo. M. Holland, Jos. W. Jackson, Frank Sievert, and others.

Wimbleton, N. D.—G. E. Houghton has taken charge of the eltr. for the Osborne-McMillan Eltr. Co. C. A. McBride is buying grain for the Farmers Eltr. Co.

Kelso, N. D.—The eltr. of the Minneapolis & Northern Eltr. Co. was unroofed and the driveway was wrecked Aug. 14 by a wind storm, which also lodged the grain badly.

Bowdon, N. D.—The Gribbin-Alair Grain Co. incorporated, \$60,000 capital stock. Incorporators, Thos. Gribbin, Minneapolis, E. E. Alair, New Rockford, and P. Kremer.

Dodgen, Balfour P. O., N. D.—Nick Liefgen, who has been agt. for the Osborne-McMillan Eltr. Co. at Anamoose, and Geo. Aberline are building an eltr., of which Mr. Liefgen will be mgr.

Jamestown, N. D.—Harry Cornwall, of Eldridge, the oldest wheat buyer in Stutzman county, has been appointed traveling superintendent for the Occident Eltr. Co., with headquarters at Jamestown.

Christine, N. D.—The eltr. of the National Eltr. Co. has been opened for the season, with P. A. Hoyem in charge. F. S. Monson, who had charge of the eltr. for 15 years, has taken charge of an eltr. at Carbury.

Crystal, N. D.—The Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Chas. K. King, Jas. Greenwood, Geo. Espringsted, and others. The eltr. for the company has been completed and is now in operation.

LaMoure, N. D.—Harry Taylor, of Henning, Minn., was killed at the eltr. which is being built for the Farmers Eltr. Co. The young man was working near the top of the building, in the interior, when one of the planks in the scaffold on which he was working broke and he fell 50 ft. to his death.

Fargo, N. D.—The Fargo linseed oil mills burned Aug. 16, causing a loss of \$50,000. It is supposed that drunken tramps started the fire thru carelessness, as several were seen in the boiler room just before the fire. The plant has not been in operation since purchased by the trust several years ago.

Ray, N. D.—The St. Anthony & Dakota Eltr. Co. has completed repairs on its eltr. and the house is now in firstclass shape for the fall business. The eltr. for the Victoria Eltr. Co. has been completed. D. W. O'Connell is agt. The Ray Eltr. Co., controlled by local capital, has completed its eltr. S. Smith is mgr. Andrews & Gage are doing business in the eltr. formerly owned by John Taylor. W. D. McKinnon is agt.

Covington, O.—Faul & McIntire have succeeded D. E. Faul.

Chippewa Lake, O.—Kean & Strong have succeeded O. J. Kean.

Atwater, O.—Wm. Bradway is doing a scooping business.—P. G. Woolf.

Cedarville, O.—Andrew Bros. are scoopers.—Kerr & Hastings Bros.

Bremen, O.—Ruff Bros. are out of the grain business here.—Turner Bros.

Caledonia, O.—B. M. Hocombe has succeeded G. W. Thuro.—J. A. Resler.

Cincinnati, O.—The Southern Grain Co. will build a 2-story grain eltr. at a cost of \$4,000.

Deshler, O.—Cottingham & Franklin will rebuild at once the grain eltr. which burst recently.

Ashville, O.—Teegardin & Taylor have succeeded G. P. Teegardin.—W. P. Sal-lady, Mgr. Chas. E. Groce.

Antwerp, O.—The Farmers Grain Co., of Paulding, has purchased the eltr. of Asa Smith.—J. L. Doering.

Bucyrus, O.—Hull & Ketchen are doing a scooping business and I. I. Vansickler also scoops at times.—W. M. Reed.

Louisville, O.—The eltr. of the Louisville Milling & Eltr. Co. burned recently. Loss, \$10,000; insurance, \$7,000.

Cleveland, O.—The Chamber of Commerce has recently adopted the trade rules of the Grain Dealers National Ass'n.

Toledo, O.—The Paddock Hodge Co. will hereafter carry on the business of the United Grain Co., the change having been made Aug. 11.

Oakwood, O.—Newton H. Marcy, of the firm of Marcy & Whitney, died Aug. 5 and the firm has now been succeeded by the Marcy & Whitney Co.

Moffitt, O.—"The Scoop Shoveler vs. the Country Elevator" is the title of a pointed letter published in this number from H. W. Devore, of Toledo.

Findlay, O.—The Findlay Grain Co. has been organized to do a brokerage business, with Robert P. Lingenfelter as mgr. It is reported that Tiffin capital backs the business.

Columbus Grove, O.—The Columbus Grove Grain Co. has succeeded the Royce & Coon Co. The firm is composed of D. R. Risser, R. C. Deffenbaugh and John Ershick.

Blanchester, O.—The following are doing a scoop shovel business here: John Fritz, Fred Farkle, E. D. Smith, Nathaniel Jackson and Silas Dudgeon.—S. B. Craig & Co.

Columbus, O.—The firms of Baum & Robinson, Tingley Bros. and the Seeds Grain Co. are out of the grain business.—E. W. Seeds, general mgr. the Seeds Grain & Hay Co.

Cincinnati, O.—A committee has been appointed by Pres. L. L. Sadler of the Chamber of Commerce to arrange for the grain exhibit to be made by local firms at the fall festival.

Moffitt, O.—H. W. Devore owns and operates the only grain eltr. at Moffitt, O. (billing station Gilboa, O.), and any other grain offered from Moffitt is in the interest of scoop-shovelers.

Agosta, O.—J. C. Blue has been scooping at Agosta and DeCliff. M. E. Burke, under the name of the Ohio United Grain Co., has been scooping at LaRue and Grain Camp.—C. O. Barnhouse.

Leipsic, O.—The Leipsic Hay & Grain Co., R. C. Firestone proprietor, the Leipsic Brokerage Co., P. W. Gallogly pro-

prietor, and the Leipsic Produce Exchange, E. G. Reed proprietor, are all doing a scoop shovel business and are not entitled to bids.—Ringlein Bros.

Green Camp, O.—My father and I have purchased the eltr. of Geo. W. Stewart and have succeeded him as the Green Camp Independent Eltr. & Supply Co., of which I am mgr. We have more capacity now and can handle 5,000 bus. of grain instead of 2,000 bus.

Columbus, O.—Copies of the Interstate Commerce Act are being sent out in large numbers by the Ohio Grain Dealers Ass'n and the Ohio Shippers Ass'n, with full text of all measures relating to it. The ass'ns have made arrangements to supply all shippers and all others interested.

Toledo, O.—Wm. H. Morehouse, chairman of the transportation committee of the Produce Exchange, called a meeting of the committee Aug. 13 to formulate the grievances of the local market against the railroads for discrimination in favor of other points, which it is alleged has largely reduced the volume of the grain business here.

Marion, O.—The J. P. Barnhouse Grain & Seed Co., of Morral, has been sued for \$10,000 damages by Edna Martin, who alleges that the clothing of her husband, who received fatal injuries in the defendant's mill, was caught in an unprotected shaft and he was hurled to the floor, receiving the injuries from which he died 2 days later.

Columbus, O.—The joint committee of the railroads and members of the Ohio Shippers Ass'n recently adjusted its differences as to car service and reaffirmed the agreement entered into 2 years ago. The new car service rules provide for the cutting down of the free time for unloading from 96 hours on some commodities and 72 hours on others, to 48 hours. The rule does away with the noon placing of cars, however, so that the free time is only counted from 7 o'clock each morning.

Columbus, O.—All shippers shud support the Ohio Shippers' Ass'n with their influence and money. With the whole shipping interest supporting the Ass'n in its fight it can accomplish greater results. Members are urged to make a special effort to induce non-member neighbors in business to join, thereby strengthening the Ass'n and lightening each member's share of the burden. The Ass'n is now engaged in a legal battle for the protection of the interests of all Ohio shippers and receivers.

Columbus, O.—Immediately after the railroad commission of Ohio had been legally organized the Ohio Shippers' Ass'n, thru its attys., John R. Horst and L. D. Lilly, filed a formal complaint against 52 railroads of Ohio, setting forth that rule 1 of the uniform car service rules (the 48-hour free time rule) is contrary to the statutes of Ohio; and further, that the 48 hours free time for unloading and loading is unreasonable and contrary to law, in that the same is insufficient for loading all cars without regard to capacity, commodity or weather. The Ass'n prays that reasonable rules be established. Members engaged in the coal, fruit, vegetable and lumber trades are relied upon to support the Ass'n with reliable evidence. The Ass'n advises members to refuse absolutely to pay, when the bills are in violation of rule 1, la, b, c and d, of the railroad agreement, also if the bill presented for payment involves the commodities formerly protected under Rule 4 of the old agreement. If paid at all the bills shud be endorsed "paid under protest."

• OHIO.

Cecil, O.—G. Gerken is scooping here on the Wabash Road.

OKLAHOMA

Carnegie, Okla.—The Miller Grain Co. is building an eltr. on private ground. As yet the company has secured no switching facilities.

Blackwell, Okla.—The Blackwell Milling & Eltr. Co. is now using natural gas for fuel instead of coal and finds it very satisfactory.

Oklahoma City, Okla.—The large eltr. for the Oklahoma City Mill & Eltr. Co. has been completed and the company expects to have it in operation by Oct. 1.

Mountain View, Okla.—The Union Supply Co. has its eltr. in operation, but, having no switch, is hauling its grain to car by wagon. Campbell & Delenger are in the grain business. They have bot a portable dump. The Choctaw Mill & Eltr. Co. is out of the business here.—D. E. McBride, mgr. Chickasha Milling Co.

Blackwell, Okla.—Grain dealers of northeastern Oklahoma held a meeting here Aug. 14 in the rooms of the commercial club. The business session continued until 11 p. m., when an adjournment was taken to the hotel Welsh, where a fine banquet had been prepared for 50 guests. Speakers at the banquet were Donohue, Hagaman, Topping, Foltz and Weigel. The meeting was a great success, and the hospitality of the local grain dealers was deeply appreciated. Among those present were C. F. Prouty, secy. of the Grain Dealers Ass'n of Oklahoma and Indian Territories, and C. V. Topping, secy. of the Millers Ass'n.

PENNSYLVANIA.

Pittsburg, Pa.—Robert D. Elwood, one of the grain receivers of this city, is pres. of the First National Bank of Verona, which he conducts as a side line, but one that is very profitable for its stockholders.

Philadelphia, Pa.—An amendment to the rules of the Commercial Exchange extending the privileges of arbitration to others than members recently was adopted. The amended rules are published elsewhere in this number of the Journal.

Gordonville, Pa.—Rutter Leaman, a boy or 9 years, fell into a wheat bin of the eltr. on the afternoon of Aug. 11, and was smothered. The machinery was stopped as soon as the boy fell, but the grain had to be shoveled out to recover his body.

Philadelphia, Pa.—Aside from the acknowledgment of the receipt of the recommendations of the Commercial Exchange that an eltr. be erected, the Pennsylvania Railroad Co. has given no indications that anything will be done to provide the facilities needed by the grain trade.

Philadelphia, Pa.—The B. & O. Ry. will build a modern hay shed opposite its grain depot at 23 and Race streets. The shed will be 240x80, of brick, and will hold 100 cars. The flooring is of maple and the steel rolling doors will furnish ample light. The old shed, which held 35 cars, has been torn down.

PHILADELPHIA LETTER.

J. B. Pultz & Co. claim the credit of receiving the first cargo of new oats.

The general impression among the trade here is that feed adulterations are on the increase.

A little colony of the grain men have started east for a week's outing among the lakes and mountains.

George Raphael, for many years in the seed business, is the oldest living member of the Commercial Exchange.

William A. Huey represented the Com-

mercial Exchange at the meet of the New York State hay men in Syracuse.

The following have made application for membership of the Commercial Exchange: Finley Barrell, Chicago; Frank M. Rosekranz, Philadelphia; C. E. Abrams, Nelsonville, N. J.; Great Western Cereal Co., Chicago; W. I. Brocklehurst, Camden, N. J.

The Delaware river channel dredging is about to begin for a 30-ft. channel. The export grain men and shipping interests are greatly encouraged.

Oats becoming easy under increasing new stock, but heavy qualities are not plentiful. Mill feed is quiet and steady. Choice old hay is scarce and firm at advanced rates, with undesirable new stock arriving freely. Straw is in ample receipts at unchanged prices.

The Pennsylvania Railroad on Aug. 15 moved to the Federal street station in the lower end of the city, for the delivery of hay and straw that has reached Kensington, North Philadelphia, or West Philadelphia, via the lines of the Pennsylvania R. R., at the charge of \$2 per car.

The exports since Jan. 1 of corn have been 7,809,667 bus., which is about double the amount shipped abroad during the same time in 1905. The wheat leaving this port for foreign shores from the first of the year foots up 1,618,096 bus., against 127,000 bus. the same portion of the year previous. Oats exported since January 1 have been 4,895,846 bus., and during the same time in 1905 430,162 bus., and 38,363 bus. of rye have been sent out in ocean steamers since January 1.—S. R. E.

SOUTH DAKOTA.

Waubay, S. D.—C. E. Anderson is building an eltr.

Blunt, S. D.—J. S. Irwin is remodeling his grain warehouse into an eltr.

Lesterville, S. D.—J. S. Janda and E. Freidel have bot the eltr. of B. A. Freidel.

Canova, S. D.—The Canova Grain Co. has been incorporated with \$60,000 capital stock.

Eureka, S. D.—The Exchange Eltr. Co. will rebuild immediately the eltr. which burned Aug. 1.

Labolt, S. D.—The Farmers Grain & Live Stock Co. has been incorporated, with \$20,000 capital stock.

Florence, Miller P. O., S. D.—The Florence Farmers Eltr. Co. will build an eltr. this fall. Ed Short is secy.

Canova, S. D.—The eltr. of the Western Eltr. Co. burned Aug. 16. The fire is supposed to have been set by tramps.

Canton, S. D.—The Hunting Eltr. Co. has reshingled its eltr. and has made ready for the fall business in other ways.

Redfield, S. D.—G. W. Van Dusen & Co. has installed a new 6-h. p. Fairbanks-Morse Gasoline Engine to replace horse power.

Canastota, S. D.—The Canova Grain Co., of Canova, is rebuilding the eltr. which it recently purchased from the Western Eltr. Co.

Avon, S. D.—John Burbeck is making improvements in his eltr. The necessary machinery and supplies were purchased from the American Supply Co.

Wakonda, S. D.—J. T. Scroggs, of Heresford, has purchased the eltr. of the Western Eltr. Co. and Leo Deferman has been given charge of the business.

Patent office record Nos. 592691 and 820680 cover the only legal patented

Gravity Grain Purifier
on record and on the market.
Write to D. H. Stuhr, Davenport, Ia.

BEALL ROTATING CORN CLEANERS

Clean corn thoroughly. Do not shake.
Do not waste grain. Large screens.
To see one means you will order one.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

Kanawha Fuel Company

CABIN CREEK SPLINT

The best Coal for Dealers
to handle.

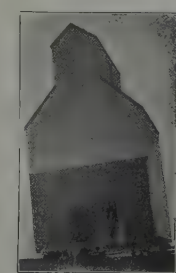
MILWAUKEE, WIS.

SEAL YOUR SHIPMENTS SECURITY SEALS ARE SELF-LOCKING



No instrument needed. Adapted for any kind of car door. Tampering cannot be concealed. Fastening quick and certain. Your own name and number on face. Selling everywhere.

SECURITY SEAL CO., St. Louis, Mo.



Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.
Write

D. S. NELSON, Larimore, N. D.

Randolph, no P. O., S. D.—The Hawkeye Eltr. Co., the Security Eltr. Co., the Great Western Eltr. Co. and the Verdon Farmers Eltr. Co. are building eltrs.

Esmond, S. D.—E. N. Barber has let the contract to the Younglove Construction Co. for the erection of a 25,000-bu. eltr. The house will be fully equipped and power will be furnished by a 6-h.p. Fuller-Johnson oil cooled gasoline engine.

Clark, S. D.—The eltr. for the Atlas Eltr. Co. has been completed. The Farmers Eltr. Co. will enlarge and remodel its eltr. G. W. Van Dusen & Co. are building a driveway and have torn down their old coal sheds and are building others in their place.

Stratford, no P. O., S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., the Farmers Eltr. Co., the Hawkeye Eltr. Co., the Great Western Eltr. Co. and the McIntyre-Ingold Co. are building eltrs. here. This is a new town on the extension of the M. & S. L. Ry.

Bath, S. D.—The debris from the fire of the eltr. of the Empire Eltr. Co. has been cleared away preparatory to rebuilding the house. A part of the grain which was in the eltr. was not totally destroyed and was sold to farmers. The company expects to have the new eltr. ready for the new crop.

Mitchell, S. D.—A number of members of the Tri-State Grain Dealers Ass'n held a meeting here on the evening of Aug. 8 to discuss the handling of the new crop. J. J. Quinn, of Minneapolis, secy. of the ass'n, gave his views about needed legislation. A reciprocal demurrage law is greatly needed by the South Dakota dealers, who always suffer in times of car shortage on account of the railroads using the cars in other states having demurrage laws, and at competitive points east.

SOUTHEAST.

Gulfport, Miss.—The Gulfport Grocery Co. has a new 100,000-bu. eltr., built by F. Holmberg.

Crowley, La.—The first rice of the new crop was received here Aug. 19 and was purchased by the United States Rice Mills.

TENNESSEE.

Nashville, Tenn.—R. M. Samuels will install a corn cracking mill in his 30,000-bu. eltr., which has been about completed.

Nashville, Tenn.—The addition to the eltr. of Miller & Co. has been completed, increasing the capacity of the plant to 20,000 bus.

Nashville, Tenn.—John Tyner & Co. have leased and now have in operation the Ryman eltr., until recently operated by E. E. Kerr.

Nashville, Tenn.—E. E. Kerr will install a 5,000-bu. sheller in the warehouse recently leased from the Atlas Milling Co. and will operate it by electricity.

Memphis, Tenn.—S. M. Bray, who has had charge of the Omaha office of the Williams-Fitzhugh Co., has been transferred to Memphis to take charge of the office here.

Chattanooga, Tenn.—The Standard Commission Co. incorporated, \$15,000 capital stock, to deal in all kinds of grain. The company has also acquired the privilege of operating flour mills, but for the present will do a general commission business in grain. Incorporators, E. M. Smith, C. W. Howard, Geo. W. Gorrell, W. B. Wight and Francis Martin.

TEXAS.

Collinsville, Tex.—E. G. Rall has purchased the eltr. of H. Walso and has succeeded him.

Houston, Tex.—The office of the Mercantile Grain Co. was robbed recently, but only \$5 was found by the thieves. The safe was broken open with an ax.

Mansfield, Tex.—H. Waldo, formerly at Collinsville, has purchased an interest in the eltr. of the Mansfield Grain & Eltr. Co., of which J. Tom Pickard is mgr.

Dallas, Tex.—The Texas Farmers Union will build grain storage eltrs. at various points thruout Texas, with large central eltrs. at Dallas and Galveston. Cotton warehouses will also be built thruout the cotton growing territory.

Beeville, Tex.—W. B. Roberts, of Normanna, and his son, Warren, have purchased the grain business of D. M. Allen and will continue the business under the firm name of W. B. Roberts & Son. Mr. Allen retires from business because of ill health.

Dallas, Tex.—A vague resolution to the effect that the local organizations of the Farmers Union erect grain eltrs. was adopted at the recent convention here of that organization. The committee report calls attention to the 2 farmers union eltrs. at Iowa Park and Electra and the one being built at Wichita Falls.

UTAH.

Lehi, Utah.—The Lehi Eltr. Co. will build a 10,000-bu. eltr.

WASHINGTON.

Bluestem, Wash.—The Moscow Grain Co. is building a 140,000-bu. warehouse and eltr.

Coulee City, Wash.—Work has been commenced on the eltr. for the Farmers Grain & Supply Co.

Ritzville, Wash.—The Centennial Mill Co. will build a 240x70 ft. warehouse to replace the house burned June 26.

Georgetown, Wash.—The Leasure & Winslow Grain Co. has succeeded the Falmerton-Harvey Grain Co. The new firm is composed of C. W. Leasure and B. O. Winslow.

WISCONSIN.

Eau Claire, Wis.—J. M. Cramer has succeeded E. G. Bodmer as mgr. for the Milwaukee Eltr. Co.

Collins, Wis.—Geo. Cahill, of Brillion, has taken charge of the eltr. for the Northern Grain Co.

Green Bay, Wis.—The A. S. Wells Co. has completed repairs on its eltr. and is now ready to handle the new crop.

Allenton, Wis.—The Grain Dealers Journal is a very worthy paper to us and we could not do without it.—J. Ruplinger & Co.

Antigo, Wis.—The Antigo Grain & Hay Co. incorporated, \$20,000 capital stock. Incorporators, A. L. Wirtz, John Wirtz and A. L. Lauby.

Diamond Bluff, Wis.—The M. T. Dill Grain Co. has remodeled its eltr. and increased the capacity to 15,000 bus. New scales have been installed.

Milwaukee, Wis.—John Berger & Co., who have been identified with F. Kraus & Co. for years, have severed the connection and have become identified with the Berger-Crittenden Co.

Milwaukee, Wis.—The directors of the Chamber of Commerce on Aug. 14 adopted a resolution approving the action of the state railroad commission in reducing the Wisconsin grain rates.

Milwaukee, Wis.—E. G. Bodmer, who has been mgr. of the eltr. for the Milwaukee Eltr. Co. at Eau Claire, has removed to Milwaukee and contemplates engaging in the grain business.

Auburn, Wis.—The Farmers Store Co. has succeeded N. Abrahamson in charge of the warehouse for the New Richmond Roller Mill Co. M. J. Englebreton will have charge of the business for the new management.

Waupun, Wis.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. The company has purchased for \$5,000 the Stanton Eltr., which will be repaired and made ready for handling grain at once. F. S. Jacobs is mgr.

Manitowoc, Wis.—The Wm. Rahr Sons Co. is building eltrs. at Denmark, Maribel and Francis Creek, each house to cost \$5,000, and, when completed, to be in charge of a mgr. and grain buyer. The work is being done and the materials purchased under the personal supervision of a superintendent employed by the company.

Milwaukee, Wis.—After trying the call for a week the directors of the Chamber of Commerce gave it their approval and on Aug. 16 the members voted for its adoption permanently by a vote of 92 to 2. Pres. Ellsworth says: "The call gives outside country dealers a chance to sell their product upon an established selling basis."

Madison, Wis.—Reductions in the rates on grain from 800 out of 1,000 stations on four railroads in Wisconsin, ranging from 1c to 3c per 100 lbs., were ordered Aug. 9 by the Wisconsin State Railroad Commission. The average reduction is 1c or 15 to 20 per cent, and on the 175,000,000 bus. shipped annually, will amount to a large sum.

Milwaukee, Wis.—The directors of the Chamber of Commerce propose a change in the C. grading of rice wheat, as follows: No. 1 durum shall be bright, dry, sound and well cleaned. No. 2 durum shall be sound, dry, reasonably well cleaned; may be slightly bleached or shrunken. No. 3 durum shall include all wheat that is bleached, shrunken, smutty or for any cause unfit for No. 2.

Milwaukee, Wis.—The directors of the Chamber of Commerce have proposed the following amendment to the commission rule: Ear corn, 1 cent per bu.; spelt, 50 cents per ton; screenings, 50 cents per ton; straw, 50 cents per ton, with a minimum of \$5 per car; buckwheat in carlots, 2 cents per 100 pounds. Receiving and selling on arrival, to arrive, or future delivery: Wheat, barley and rye, 1 cent per bu.; corn and oats, ½ cent per bu.; ear corn, 1 cent per bu.; spelt, 50 cents per ton; screenings, 50 cents per ton; millstuffs, 25 cents per ton; ground feed, 50 cents per ton; hay and straw, 50 cents per ton; buckwheat, carlots, 2 cents per 100 pounds. On sales to arrive, where delivery is not made, not less than one-half of the above rates shall be charged, provided that on millstuffs, ground feed, hay and straw the charge shall be not less than \$5 per car.

WYOMING.

Sheridan, Wyo.—The J. W. Denlo Milling Co. is building a 40,000-bu. eltr.

Supply Trade

The Downie-Wright Mfg. Co. has been removed from York, Neb., to Rapid City, S. D.

If you advertise your competitor's weakness he will correct it.—*Star Monthly Solicitor*.

Fairbanks, Morse & Co. are said to contemplate the erection of a large building at Chicago, Ill., on a site 173x165, for its offices.

The wireless telegraphy of the grain elevator supply trade is the Grain Dealers Journal. Have you a message you wish to send to grain elevator men?

The Greer Combination Grain Door Corporation has been incorporated at Norfolk, Va. The capital stock is \$50,000, and W. N. Sumwalt is pres.

The Witte Iron Works Co. is sending out a printed slip reminding buyers of engines that all fuels, alcohol included, look alike to the Witte Engine.

The Foos Gas Engine Co. has received a very flattering testimonial from the town of Mt. Airy, N. C., where the water works dept. installed a Foos Engine of 26 h.p. that is actually giving 29 h.p. in service.

A pamphlet dealing with the construction of fireproof grain store houses has been issued by the Minneapolis Steel & Machinery Co., of Minneapolis. Readers desiring light on this subject should write for a copy of New Booklet Q.

The Reading Oil & Gas Engine Co. has been formed at Reading, Pa., to build the kerosene engine invented by A. S. Losch. The capital stock is \$200,000 and the officers are Geo. B. Gerber, pres.; McHenry Wilhelm, secy., and Francis Keiser, treas.

The two receivers of the defunct Millers & Manufacturers Insurance Co. have collected \$69,129 and paid \$32,865 to creditors. For their services since Feb. 20, 1904, they ask the handsome sum of \$12,600, equal to 45 per cent of the claims. The Minneapolis attorneys have already received \$9,700, and their demand for compensation will absorb all the remaining assets.

The Burrell Mfg. Co. has succeeded H. L. Thornburgh & Co. of Chicago, Ill. Mr. Thornburgh has sold his business and stock of machinery and will retire from the grain elevator machinery trade after 25 years' experience, retaining only a silent interest in the purchasing company. His business was conducted in former years as Thornburgh & Glessner and the Thornburgh Mfg. Co.

Andrew Carnegie's simplified spelling board, which includes many prominent educators, has issued a list of 300 words spelled in a simple way to save time and labor of writers and stenographers, as well as space and cost in printing. It is designed to make English less difficult to the foreigner, and thereby encourage its use and the extension of the trade of American manufacturers.

The committee on insurance law of the American Bar Ass'n will recommend the enactment of a federal statute forbidding the use of the mails to persons, associations, copartnerships or corporations conducting any kind of insurance business in the United States who are not licensed to

transact such business by the states where such persons, associations, copartnerships or corporations are domiciled, or under whose laws any such corporations are created. The enactment of a federal statute providing for the supervision of interstate transactions in insurance.

You never find public interest aroused without printed publicity. If the newspapers and other periodicals said nothing about an election or a great disaster or a criminal trial people would not be interested, and little would be said or thought about the occurrence. The printing and illustrating of facts, together with a wealth of interesting detail, excites interest, fires the imagination and causes no end of talk. It is the same way in business. Goods that are not advertised are uninteresting. People don't talk about them and don't care about them. You can't expect to sell many goods to people who know little, if anything, about them.

Alcohol Compared With Gasoline.

While both gasoline and alcohol are excellent fuels for explosive engines, yet their chemical and physical differences require slight alterations to be made in engines when it is desired to change from one fuel to the other and operate with economy.

The first difference is seen in the compression of the explosive mixture in the cylinder. Gasoline holds little heat and the compression easily raises the gas to a temperature where it explodes prematurely. Consequently designers of gasoline engines have arranged the length of stroke and admission of the fuel so the highest compression pressure does not exceed about 80 pounds per square inch, from which the combustion creates a working pressure of about 250 pounds.

Alcohol absorbs more heat and can be compressed to 158 pounds in the cylinder before ignition, creating an effective highest working pressure of over 500 pounds per square inch. Alcohol thus has an advantage over gasoline, since high compression increases the efficiency of the engine.

Water to the amount of 10 per cent is contained in or added to alcohol, as used in engines, the water absorbing still more heat, and raising the limit of compression, with added economy. A good mixing of the air and alcohol demands a high temperature of the air going into the carburetor, so that the water is in a gaseous condition, a heat of at least 375 degrees F. being desirable, when the mixture contains the greatest per cent of alcohol that the oxygen present can consume. Shud the air entering the carburetor not be heated it is necessary to give the mixed vapors a temperature of 86 degrees F. Thus the water jacket must not be kept too cold. Tests of an engine running on half load showed twice as much alcohol consumed when the water in the jacket was 59 degrees F. as when the water was at 212 degrees F.

Inlet valves and pipes shud be as large as possible for alcohol engines, to avoid unduly expanding the gas when it enters the cylinder space from narrow pipes. Expansion lowers the temperature of the vapors, which is objectionable. Tests of many German engines showed that for alcohol the motors having mechanically operated inlet valves proved vastly superior to those with automatic valves.

A gasoline fire is best extinguished with sand.

**DO YOU USE
SAMPLE ENVELOPES?
Try Us!
SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.**

BEALL ROTATING CORN CLEANERS

Thoroughly clean corn and cobs from
sheller, shelled corn, oats or wheat.
Guaranteed superior.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein **EXPERT ADVICE** and **ADJUSTMENT** is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

**Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments**

Grain Carriers

Lake vessels continue to be actively employed, with rates tending to greater firmness.

The contract is said to have been let for the construction of the Great Northern extension of 78 miles north from Dewey Lake, Minn.

While entering Buffalo Aug. 18 the grain laden steamer J. H. Farwell stranded on Waverly shoal, and part of the cargo had to be lightered.

The Great Northern, Northern Pacific and Soo roads have reduced grain rates in Minnesota 10 per cent from points more than 50 miles from terminals.

By collision with the steel steamer Uranus the Rutland liner Governor Smith sank Aug. 19 in Lake Huron with 55,000 bus. of corn from Chicago for Ogdensburg.

The shipment of grain 40 miles down Long Lake, Sask., is to be made feasible by dredging. At Craven the wheat will be transferred from boats to cars of the Canadian Northern Ry.

Replies from 800 railroads have been received by the Interstate Commerce Commission to its circular of investigation into elevator connections, authorized by the La Follette resolution.

The Georgia senate has passed a bill empowering the state railroad commission to locate and require the building of side tracks by railroads and the making of connections with the switch tracks of shippers.

The Soo Road has given notice that no grain laden cars arriving at Minneapolis, Minn., will be permitted to go beyond to other roads, as it is desired to concentrate cars for the first rush of spring wheat.

Good locations for grain elevators are offered by the extension of the Northwestern road thru Gregory County, South Dakota. About 80 applications for elevator sites have been filed for only three of the new towns.

The Atchison, Topeka & Santa Fe has bot of the American Beet Sugar Co. the 80 miles of the Arkansas Valley Ry., which has been surveyed from Lamar, Colo., to Rockyford, and of which 40 miles have been completed.

Under the joint wheat rate order by the Washington Railroad Commission the railroads will be compelled to interchange wheat traffic between eastern Washington and Puget Sound ports at the request of the shippers.

The unexpected cancellation of the reduced rates on grain and flour from the Missouri River Aug. 10 is being fought by shippers, who maintain they have contracts under which they are entitled to ship late in August at the low rate.

It is said that a number of gasoline tug boats are being constructed for service on the Erie Canal, to be 40 ft. in length and 9 ft. in width, with a 50-h.p. engine. Tug boat engines are usually of such large size that steam power is found cheaper.

In addition to the milling in transit privileges granted at Chicago the Wabash Railroad Co. is granting the privilege elsewhere at a charge of 3c per 100 lbs. The Wabash now has transit privileges in

force at East Hannibal, Ill., East Keokuk, Ill., Quincy, Ill., St. Charles, Mo., Windsor, Chatham and Tilsonburg, Ont., for export, Hannibal, Mo., Keokuk, Ia., Decatur, Ill., and Mexico, Mo.

Harbor improvement at Buffalo at an expense of \$4,500,000 is soon to be begun under the contract let to the Empire Engineering Corporation, which includes the widening and deepening of the eastern shore of the Niagara River for over a mile.

About 30 steamers were bottled up at Duluth, Minn., by the wrecking of the bridge Aug. 11. On Aug. 14 the fixed span was raised off the foundation and floated out of the way, permitting the passage of the boats around the wrecked structure.

The Lackawanna Railroad has appealed from the decision of the appellate division of the supreme court in the suit by Spencer Kellogg of Buffalo, N. Y., for heavy damages for unlawful discrimination, by giving elevators in the ass'n a rebate of 1/2c per bu.

Differentials between the seaboard and gulf on export grain from the Missouri River points were agreed upon Aug. 15 by the trunk lines committee at Chicago. The differential is 5 cents on all grain from Kansas City and 4 cents from Omaha. None of the published tariffs shall include the fobbing charge.

The Texas & Pacific Ry. in its reply to the circular letter of the Interstate Commerce Commission states that its arrangement with the Hall-Baker Grain Co. for the operation of the Westwego elevators was a lease at \$2,500 per year and that the firm was paid 2c per 100 lbs. on all grain passing thru the elevator. This lease was canceled July 18.

Instead of giving rebates the railroads now manipulate their tariff schedules. I have called the attention of the Interstate Commerce Commission to the fact that the constant filing of new tariff schedules by the companies ought not to be allowed. The manipulation of these tariff schedules by the railroads has taken the place of rebates.—A. B. Stickney.

A ton of wheat was lost out of a car shipped from Ogden to Salt Lake, Utah, recently, thru the neglect of the shipper to draw out nails used to fasten battens on the inside. Nineteen wheat sacks were badly torn by the jolting which rubbed the sacks against the nails. The 2,000 lbs. of grain that escaped from the sacks leaked out of the car thru a crevice under the doors.

James S. Harlan has been appointed a member of the Interstate Commerce Commission, completing the seven. Edgar E. Clark and Franklin Lane were recently appointed commissioners and four of the old members are expected to remain. Mr. Harlan was atty.-gen. of Porto Rico, and is a son of John S. Harlan, an associate justice of the supreme court. He is 45 years of age and was born at Evansville, Ind.

The Wabash has published a rate of 5c per 100 lbs. on grain East Hannibal to Toledo, expiring Aug. 27. The Big Four has reduced the export rate on grain from interior points in Illinois to Newport News 2 cents per 100 lbs. The export grain rate, Chicago to New York, has been cut 1 cent, effective Aug. 22, and until Oct. 15 will be 12 cents. From the Mississippi River the rate will be 15 cents.

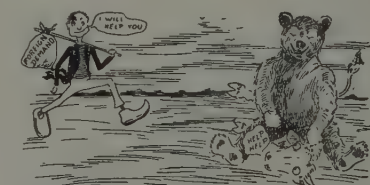
A compromise of the grain rate reduction by the state railroad commission of

Minnesota and the Great Northern, Northern Pacific and Soo railroads was prevented at a secret meeting by Pres. Stickney of the Great Western, who protested against a private settlement. Later Governor Johnson urged the commission to call on the railroads to show cause why rates shud not be reduced, and hearings will follow.

The movement to improve the Missouri River, which changes its channel nightly, is not getting much aid and deserves less from grain shippers, who rely on the railroads to move the crops to market. Nearly all the grain shippers have their elevators in the interior far from the river and wud not be benefited by the improvement. The rivers can not compete for the export grain trade thru New Orleans. In the transportation from the northwest to the southeast the haul from the farm to river and from river to consumer forms relatively so great a part of the total mileage that the alleged cheapness of river transportation is too insignificant to offset the added expenses of rehandling from car to boat and boat to car.

Minneapolis millers were granted milling in transit rates by the Great Northern in a tariff effective Aug. 17, reading: Wheat may be milled in transit at Minneapolis or at any other directly intermediate point on the Great Northern, Duluth, Watertown & Pacific or Willmar & Sioux Falls railways without transit penalty (except published and customary rules governing switching charges at milling point), provided wheat is consigned through to Chicago from originating point, and through rate paid in full at milling point, it being understood that Chicago will be used as destination for wheat to be milled in transit, which transit may apply on the product destined to stations on Chicago, Burlington & Quincy railway in Illinois (except stations south of Chapin and Jacksonville, Ill.); also stations Davenport to Clinton, Iowa, both inclusive. Reconsignment of wheat at milling point or transfer of transit from the original owner or consignee of wheat will not be permitted under this tariff (that is to say, on arrival of wheat at milling point no change can be made in its destination or consignee for the purpose of creating transit), neither will such transit be accepted in payment of freight charges on wheat from milling point to Chicago.

Notorious adulteration of Indian wheat with dirt has led Ralli Bros., large European importers, to urge upon British millers the wisdom of buying grain with a guaranty of basis of purity. The wheat sold on such contract costs a little more, but really is cheaper, since the buyer pays no freight on dirt. Liverpool millers who have begun buying on such basis have been pleased so far with the results, and it has been suggested to the millers ass'n that an official contract be formulated at a conference of millers and shippers.



Will the Bull Receive Help from That Fellow (Foreign Demand?)—J. F. Zahm & Co.'s Circular.

Unloading Grain Without Complaint Constitutes Acceptance.

Hayden & Co., San Antonio, Texas.

vs.

The Osage City Gr. & Eltr. Co., Osage City, Kans.

This controversy arises from the purchase and sale by sample of one car of Cane Seed; Purchaser alleging that seed shipped was not up to sample, which allegation is denied by seller.

Several affidavits are offered by each party to substantiate the claim made. Affidavits show that under orders from purchaser this car of seed No. 14351 A. T. was unloaded into a private warehouse which warehouse belonged to the party to whom the above named purchaser had in turn sold this seed, on Feb. 10th, '06, and that after it had been unloaded, seed, "Said to be taken from this car" was on Feb. 10 examined by other parties, but no report nor complaint was offered until three days later (Feb. 13th) the purchaser wrote the seller as follows:

"After being on the road weeks the car of cane seed has arrived. Our customer, Mr. _____, has been unloading the car to-day, and at his request the writer has just returned from a thorough inspection of the stock * * * we would be glad to have you wire anyone here and have the car inspected to verify our statement."

Again on Feb. 19th, the buyer wrote the seller as follows: "This car is in San Antonio, and we must insist upon you wiring any disinterested party here to verify our statements * * * Our proposition of having a third party inspect it and decide the question is certainly fair as you can ask. If the car is like sample submitted you, have we no reason for complaint?"

After considerable correspondence the seller in a letter dated March 1st told the buyer he might ask some disinterested party to go with him and inspect the car and report with sample; and on March 5th this other party went with the buyer to the private warehouse above referred to and according to his affidavit which has been submitted by the buyer "Inspected seed said to have come out of car No. 14351 A. T."

Careful comparison of the samples submitted show that the sample submitted by the purchaser is as widely different from the sample submitted by the disinterested party on March 5th, as it is from the sample originally sold by, and since the disinterested party who examined seed "said to have come out of car No. 14351 A. T." was not sufficiently certain of it to permit of his making affidavit thereto, it is certainly not within the authority of this committee to make an award for damages on grain whose identity is in question.

Furthermore if the affidavits of the parties who unloaded the grain are to be accepted (and they are offered by the purchaser as a part of his evidence) then buyer's letter must at least have been in error when he informed the seller that it was being unloaded in Feb. 13th.

Lastly, since affidavits submitted by the buyer show that this shipment was unloaded into warehouse of the party to whom this purchaser had resold said cane seed and upon the order of said purchaser this committee cannot do otherwise than to render an award in favor of the defendant (the seller) and assess the costs of this arbitration amounting to \$5.00 against said plaintiff,

because it is an established custom of the trade as well as a rule of law that when a buyer unloads a shipment without the knowledge of the seller and makes no complaint of its quality or condition until subsequently thereto such action constitutes an unqualified acceptance of said shipment on such contract.

Witness our hands this 20th day of June, '06.

A. H. Bennett,

L. Noel,

Perry N. Allin,

Arbitration Committee Kansas Grain Dealers' Ass'n.

Complaint against the export grading of American corn and oats is made in a circular to the German exchange by the Ass'n of Rhenish & Westphalian Grain Importers. It is said that oats certified as white clipped have contained 30 per cent of barley. In justice to the trustworthy inspection at leading ports the Ass'n shud have named the offenders.

Ten traveling agents compose the special field force of crop reporters of the U. S. Dept. of Agri. Each is assigned to report for a given group of states. They note the development of each crop and keep in close touch with best informed opinion. Besides these the Dept. has paid agents in 43 of the states. In each of the 2,700 counties of agricultural importance, the Dept. has a correspondent with several assistants.

At the recent meeting of the Operative Millers' Fraternity it "resolved that this organization put forth every effort and allow no relaxation of the same until such time as the operative millers are represented on the inspection board of every principal grain market in America." Evidently the politicians, the grain buyers and sellers must give way. If the millers are unable to make bleached flour of the wheat delivered to them, why do they accept it?

American exporters of feed are taking advantage of a clause in the German tariff to put into that market great quantities of a ground corn known as "corn waste" and "corn bran." Since March 1 the duty on raw corn has been increased from \$3.81 to \$7.14 per ton. The duty on corn meal is \$24.28 per 2,200 lbs. But the so-called "corn bran" is admitted free of duty. Shiploads of corn product are now arriving in Germany from which only 18 of the 68 per cent of starch of the raw corn has been extracted, to obtain free admission. No limit for the percentage of a starch has been set by the customs authorities.

Cereals like other staples are gradually moving up on to a higher plane of values. It is a fact that during the past four years the world's average crop has exceeded 390 million quarters, or almost 60 million quarters more than the estimated average crop of the preceding four years. This excessive production has, however, been powerless to prevent a gradual enhancement of the value of wheat, a phenomenon which, as is well known, has not been confined to the grain market for many other trades have been perplexed by the persistent and remarkable rise in values of their respective staples. At the present moment the prospects for a fifth good crop are fair, but the period at which we have arrived is a critical one, a cold wet summer in Europe or a short one in the Northwest of America might greatly alter the outlook for the worse.—*Corn Trade News*, Liverpool.

Protect yourself against loss of grain by leakage in transit by using the

KENNEDY PATENT PAPER CAR LINER

Effective, cheap.

Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.
Patentee and Manufacturer

BEALL ROTATING CORN CLEANERS

Are easily the most satisfactory cleaners in use anywhere.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

THE Pennsylvania Special 18-Hour Train BETWEEN CHICAGO AND NEW YORK

Leaves Chicago daily 2:45 p. m.
Arrives New York - 9:45 a. m.

Leaves New York - 3:55 p. m.
Arrives Chicago - 8:45 a. m.

Every convenience and comfort for passengers on this train. Seven other daily trains, Chicago to New York.

For information call at City Ticket Office, No. 248 South Clark Street, or address C. L. Kimball, Assistant General Passenger Agent, No. 2 Sherman St.

Put Your Name

where everyone identified with the grain trade will see it, and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

Proper Scope of Association Work.

[A paper by Geo. A. Wells, read at Annual meeting of the Wisconsin Grain Dealers Ass'n.]

The spirit of conquest has predominated trade and commerce to a greater or less degree during the past ages, while the principles of morality and equity have had scant consideration. The accepted rule has been the "Survival of the fittest," with little regard for equality of privileges.

The wonderful development of commerce has necessitated immense facilities of transportation, which has also developed under a competitive system, resulting in the abuses of rebates to favored shippers, who have now become large corporations that control to a large extent the commerce of the country.

The public is now demanding a higher standard of morality in commerce which, if considered in connection with the abolishment of railroad rebates, favored shippers and kindred abuses, would indicate the dawn of a new era in commercial methods.

Competition when unrestrained is inevitably ruinous and the pathway of commerce is strewn with wrecks.

Methods and actions that were considered shrewd and honorable in the past are now classed as criminal, and all combinations tending in restraint of trade are now being considered as illegal.

The ruinous results of competition have during recent years prompted the establishment of trade organizations, with the object of maintaining conditions that would give opportunity for the earning of profits; each organization having its own peculiar method of work along these lines more or less arbitrary and effective.

The public while demanding a higher standard of morality in business, is also demanding that there shall be no restraint of competition and trade organizations are under the ban of public suspicion to greater or less extent as acting in restraint of competition.

This is the day of the demagog and the advocates of new commercial systems are busy with their efforts to supplant the old regime of competition.

With these general suggestions, I shall take the position that trade organizations are a permanent and absolutely necessary factor in the commercial world, whether commerce be conducted under a competitive system or otherwise.

The problems of the future to be solved by trade organizations will be along the lines of general economy in distribution. The Government will no doubt correct criminal abuse, but it will devolve upon trade organizations to correct the ordinary abuses and improve methods in their respective lines, and the different organiza-

tions will eventually establish laws unto themselves, thus governing trade in the most practical and rational manner.

The competitive system has been the great force in the development of the resources and commerce of the world and so long as development is essential competition will continue to be the dominant force.

Socialistic and co-operative methods have no such force and will not prevail until national resources are completely developed.

The advocates of the co-operative idea contend that the middlemen, so-called, in commerce are not necessary and that they are taking a needless toll from the producer, overlooking the fact that special education and experience are necessary to success in business and that under the co-operative system the employer has less knowledge of the business than the employee, and in this respect they have the cart before the horse. Selfishness predominates human nature to a large extent and so long as this is true, the co-operative system will be subject to graft and the victim of dishonest personal ambition in addition to incompetent management.

Trade organizations of the future must stand the lime light of public investigation and conduct the work in conformity with law, and it may be well to understand that trade organizations can not legally promote arbitrary price fixing arrangements.

The first work of a grain dealers ass'n. I believe, should be to promote friendship among the dealers and the secretary may here find an opportunity to exercise his ability as a genius.

Ruinous competition does not usually exist among friends, and such competition is not contemplated by law.

"Man is worthy of his hire," and the grain dealer is entitled to a reasonable compensation for providing facilities, keeping an open market, etc., and the grain market is the important factor in the welfare of any farming community.

I believe that the country grain dealer should possess a technical knowledge of his business; that he should have knowledge of comparative market values, the quality of grain, and buy it on its merits. He should keep thoroly informed regarding freight rates and also regarding terminal conditions. Another important work to be conducted by grain dealers ass'ns is the dissemination of information that will serve to educate its members along these lines, and in this connection I desire to suggest the idea of a special course of instruction for grain buyers, conducted possibly by the State Agricultural College. Certainly a knowledge of the constituent elements of grain and the intrinsic values would be beneficial to a grain buyer.

One of the greatest causes of misunderstanding between the grain buyer and farmer is that grain is not always bought strictly on its merits. The farmer who by extra care raises a good quality of grain

should receive its full value and a higher price than the farmer who offers an inferior quality.

The local grain buyer should command recognition as an expert on the quality of grain, and there is great need of a higher standard of ability in this regard.

Many abuses and bad methods in the trade figure too largely in the expense account of general distribution of grain, the elimination of which I believe properly devolves upon the different grain dealers organizations, and such results are impossible by individual effort. The grain dealers ass'n that does effective work along this line is worthy of favorable consideration by the farmer, for the reason that bad methods and abuses necessitates wide margins, while uniform methods and the absence of abuse make narrow margins possible and profitable.

The grain trade, and in fact any line of trade, have certain rights and the right to protect itself against unreasonable action or legislation. Organization is also absolutely necessary in this regard.

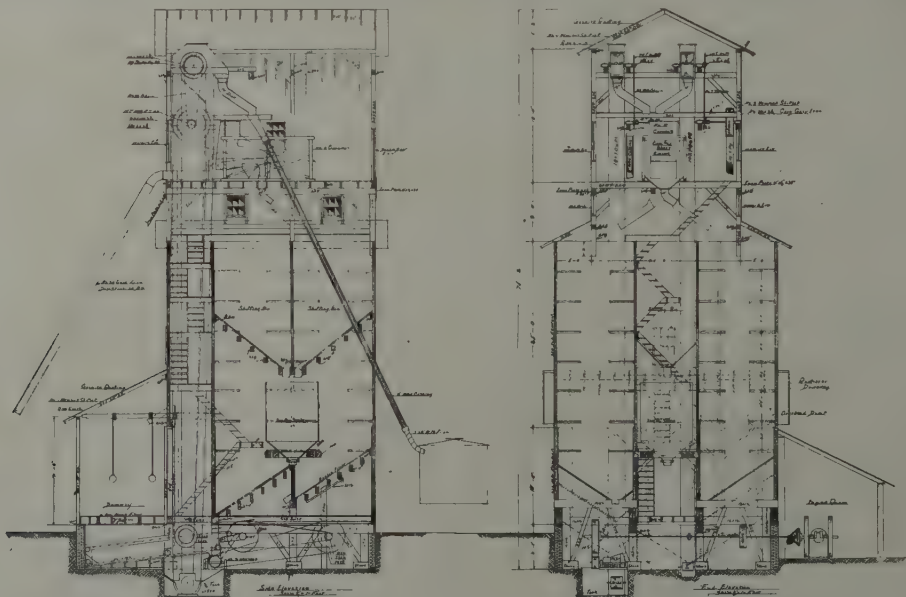
Misunderstandings as between buyers and sellers are expensive and also add to the expense of general distribution. Arbitration and adjustment through the offices of the Ass'n saves the expense of legal contests, and thus establishes trade rules and precedents to govern future transactions.

Crop and stock reports peculiarly adapted to the grain trade serve as an education to those dealers who are inclined to study their business.

Scale inspection and repairing has been successfully conducted by the Iowa Grain Dealers Ass'n for the past two years. During the year ending April 1, 1906, our scale expert has inspected and repaired 808 scales for which we have made a charge for inspection of \$3.00 per scale, also 75 cents per hour for extra time spent in making repairs. The total earnings were \$2,798.29. Deducting salary of expert \$816 and expenses \$1,723.10, left us a surplus of \$259.19 on hand. The actual cost of the inspections being \$2.68 per scale. We do not confine our work to members of our ass'n, but solicit applications from all scale owners, thus enabling us to keep the cost at a minimum.

We find that there are very few men who have a technical knowledge of scales and that operators of scales are generally negligent in giving them proper care. We find many scales out of seal because of temporary causes that ought to be removed by the operator without the assistance of an expert. We also find many scales that are constructed with weak foundations. It is impossible to maintain a permanent, perfect weighing condition without a solid, substantial foundation and good construction.

Improved Crops.—The Iowa Grain Dealers Ass'n has given much attention to the



Cross Section—

—Longitudinal Section.

Plan of Small Country Elevator. [For Description See Facing Page.]

encouragement of the improvement of grain crops. We have contributed considerable money to make up the deficit in the appropriation by the state for conducting the college extension work under Prof. Holden. The last session of the legislature, however, made an appropriation for this work and a new department of the college was organized for the special purpose of conducting the college extension work and thus bring the college closer to the farmers on the farms.

Seed corn special trains have been operated by nearly every railroad in the agricultural sections of this continent. It is not generally well known, however, that the idea of a seed corn special train originated in the mind of an Iowa railroad division superintendent, Mr. W. H. Given of the C. R. I. & P. Ry., and an Iowa grain dealer, Mr. McFarlin of Des Moines, and that the Iowa Grain Dealers Ass'n promoted the first seed corn special train propagand in co-operation with the Iowa State Agricultural College and Prof. P. G. Holden. As Secretary of the Iowa Grain Dealers Ass'n I made an arrangement with the officials of the different Chicago-Iowa roads whereby they allowed me to make up a schedule, dividing up junction points so that stations in co-operation with the Iowa, and special trains have been operated on the following roads: Chicago & Northwestern, Chicago, Milwaukee & St. Paul, Chicago, Rock Island and Pacific, Illinois Central, Chicago, Burlington & Quincy, Chicago & Great Western and Des Moines, Iowa Falls & Northern.

These seed corn special trains have traveled upwards of 10,000 miles, made 700 station stops, given upwards of 1,200 lectures, with a total attendance of about 135,000 farmers within the state of Iowa. I personally accompanied these trains and had general charge of the programs and advertising to secure the attendance of farmers.

We believe that the general organization of this work means much to the farmers of the state of Iowa. It would have required several years for Prof. Holden and his assistants to have personally reached the number of farmers that was accomplished by this plan. The seed corn special train was in a sense a novel idea and no doubt many farmers who attended out of curiosity went away with better ideas regarding corn culture, and we positively know that this work awakened the farmers of Iowa to the necessity of giving more attention to the selection and care of their seed corn.

Ferdinand Schumacher, the whilom oatmeal king, has just paid the last of his \$1,200,000 debts and saved a balance of \$60,000. He is 85 years old.

W. J. Robinson of Aguascalientes, Mexico, states that the wheat crop of Mexico is again a short one, and that very much will have to be imported.

A boy's dead body was found in a car of wheat at Francis, I. T., recently. The body was much putrified, and the fluids from the decomposing matter filtered their way thru the wheat. The grain was consigned to the Houston Milling Co., of Houston, Tex., and when Pres. Morrow of the company learned the circumstances, he refused to accept the car and notified the health authorities to have the car condemned. The grain was burned.

Plan of Small Country Elevator.

An elevator with moderate storage room and good handling capacity is represented in plan by the engravings herewith. It is a cribbed house having 2 overhead dumps and 2 stands of elevators. The plant is situated at Arcadia, Ind., in the central part of the state, and it is operated by Frank Mabbitt, who ships over the Lake Erie & Western Railroad.

The building is 28x30 ft. and 75 ft. high. The adjoining brick engine house is 14x18 ft. The cribbing of the bins is nearly 40 ft. high, and the cupola is 20x28 ft. The foundation walls are of brick. By using the overhead dump, chain drag from sink and sinking the boot of one elevator in a tank the driveway ascent is made easy and little headroom is needed in the basement.

A working floor is obtained by hopping two of the middle bins 20 ft. above ground floor, giving ample room for the 300-bu. hopper scale under the shipping bins.

The steel tank in the basement is of 3-16-in. plate, 6x8x4 ft., and over one side of it close to the boot is the No. 2 Western Corn Sheller. This stand of elevators has the larger cups, 18x7, the buckets on the other elevator being 14x7. In the cupola is the No. 4 Cornwall Cleaner for both corn and wheat. Cars are loaded from the head of the elevator thru an 8-in. steel spout having sufficient fall to distribute the grain to the ends of the car.

The four large corner bins are well braced. Over the driveway are a narrow bin inclosing the casings of the elevator legs and a smaller screenings bin. The storage capacity of the house is 20,000 bu. The engravings herewith show end elevation, side elevation, bin plan and basement plan. The house was designed and built by the Reliance Construction Co.

The Great Western Cereal Co. has reduced its floating debt during the past year \$1,200,000, and has increased the surplus from \$96,761 to \$300,167.

A foreign grain beetle, *Ostoma pusilla*, was last year found to have become established at Charleston, S. C. It is destructive to stored rice.

The Argentine Grain Elevator Co., Ltd., Buenos Aires, South America, recently published its prospectus in the Review of the River Plate, naming 38 stations on the Great Southern Ry. where grain elevators are to be built.

Senator Burton's petition for a rehearing recently was received by the Supreme Court. He had been convicted of accepting money from a St. Louis bucket-shop for his influence in preventing the Post Office from issuing a fraud order.

The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing

**Burlington
Route**

W. H. MANSS,
Industrial Commissioner
209 Adams St.,
P127 Chicago

EDWARD GUDEMAN, Ph. D. CONSULTING CHEMIST

Legal and Technical Expert

Special Attention Given to Food Products

Postal Telegraph Bldg., CHICAGO, ILL.
Correspondence Solicited.

There is but one "Cyclone"
Dust Collector

"The Knickerbocker" Cyclone
"1905" ALL
STEEL

NO-BACK-PRESSURE-CYCLONE

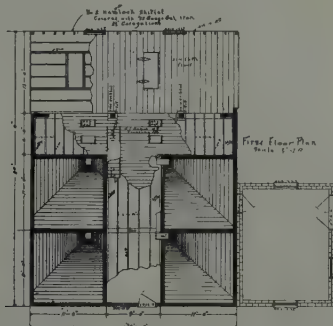


ALL STEEL.

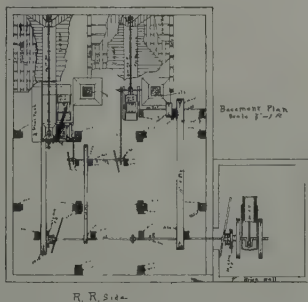
When desired we furnish all Steel Construction at same price. The top of our Steel Collectors is not "wood filled" but galvanized steel, riveted to angle iron circle.

CAN WALK ON IT.

The Knickerbocker Co.
JACKSON :: MICHIGAN



First Floor and Basement Plans of Small Country Elevator.



Supreme Court Decisions

Right to Switch Track Private.—Any right to have a railroad company switch cars on a private track being a private one, a demand and refusal is necessary before mandamus will issue to compel such switching.—*Mystic Milling Co. v. C. M. & St. P. Ry. Co.* Supreme Court of Iowa. 107 N. W. 943.

Carrier's Liability.—A consignee by declining to receive a delayed shipment from the carrier cannot convert the carrier into a tort-feasor and hold him liable in trover for the value of the property.—*Illinois Cent. R. Co. v. Johnson & Fleming.* Supreme Court of Tennessee. 94 S. W. 600.

Adding Words to Offer.—Where the acceptance of an offer is otherwise sufficient, it is not rendered ineffective by the addition of words which do no more than state a condition which the law would imply in any event.—*Bennett v. Cummings.* Supreme Court of Kansas. 85 Pac. 755.

Carrier's Delay Negligent.—Though mere delay is not evidence of negligence in transportation, where the fact of delay is supplemented by evidence of the cause, it may show that it was negligence.—*Wright v. Chicago, B. & Q. R. Co.* Kansas City Court of Appeals, Missouri. 94 S. W. 555.

Measure of Damages.—The general rule as to damages for a breach of a contract for the sale of goods is the difference between the contract price and the market price at the time and place when and where they ought to have been delivered.—*Alger-Fowler Co. v. Tracy.* Supreme Court of Minnesota. 107 N. W. 1124.

Collection of Draft—Bank Liable.—Where a bank, for a consideration, agrees to collect a draft, and employs a correspondent for the purpose, the act of the correspondent is the act of the bank, making the bank liable for the default of the correspondent.—*Landa v. Traders' Bank of Kansas City.* Kansas City Court of Appeals, Missouri. 94 S. W. 770.

Thresher's Lien.—Where grain upon which a thresher's lien, under chapter 83 of the Civil Code (Rev. Codes 1899, §§ 4323-4325), is claimed, was grown on land situated in two counties, the lien statement should be executed in duplicate and filed in both counties.—*Gorthy v. Jarvis.* Supreme Court of North Dakota. 108 N. W. 39.

Not Required to Furnish Cars Beyond Own Line.—The statute imposing a penalty on a railroad company for failure to furnish cars on demand, being penal in character, must be strictly construed, and will not by implication be held to impose the duty to furnish cars beyond its own line.—*Houston & T. C. R. Co. v. Buchanan.* Court of Civil Appeals of Texas. 94 S. W. 199.

Demand for Cars.—Evidence in an action against a carrier for failure to furnish cars examined, and held to justify a finding that a request for cars made to the carrier's commercial freight agent was binding on the carrier, as within the apparent scope of the agent's authority.—*Hoffman Heading & Stave Co. v. St. Louis, I. M. & S. Ry. Co.* St. Louis Court of Appeals, Missouri. 94 S. W. 597.

Public Weigher.—A petition in an action by a public weigher for statutory penalties and punitive damages on account of defendant weighing cotton for others and charging fees therefor, which fails to allege that defendant was a commission merchant or engaged in a similar business, states no cause of action.—*Gray v. Eleazer.* Court of Civil Appeals of Texas. 94 S. W. 911.

Landlord's Lien.—A landlord, by virtue of his lien, has not such possessory rights in the crop of his tenant as entitles him to prevent the removal of the crop from the

premises by the tenant's creditor under an execution and to maintain an action for the trial of the right of property in order to have the same, if removed, returned to the premises.—*Evans v. Groesbeck.* Court of Civil Appeals of Texas. 93 S. W. 1005.

Agreement Not to Engage in Business.—A provision in a contract for the sale of the assets and good will of a business by which defendants agreed that they would not, directly or indirectly, engage in a similar business within a radius of 25 miles of the village where the business transferred was located for 25 years from the date of the sale, was valid and enforceable.—*Broadbrooks v. Tolles.* Supreme Court of New York. 93 N. Y. Supp. 996.

Crop Lien.—Under Civ. Code, § 2972, providing that the lien of a mortgage on a growing crop continues on the crop after severance, whether remaining in its original state or converted into another product, so long as it remains on the land of the mortgagor the lien ceases on the removal of the crop from the land on which the crop grew, unless the removal is tortious.—*Gates v. Quong.* Court of Appeal, Third District of California. 85 Pac. 662.

Alteration in B/L.—A provision in Bs/L. that any alteration, addition or erasure, made without the special notation thereon of the agent of the carrier issuing the bills, should be void, had reference only to such alterations as might be properly susceptible of special notation by the carrier's agent, and did not apply to fraudulent alterations, made after the bills had been issued by the carrier.—*Merchant's Bank v. Baltimore, C. & R. Steamboat Co.* Court of Appeals of Maryland. 63 Atl. 108.

Seller to Furnish Cars on F. O. B. Sale.—When a seller of merchandise agrees to sell 20 car loads thereof, delivered to the buyer "f. o. b. cars," at the seller's place of business, it is not the duty of the buyer to furnish the cars to receive the goods; and in an action by the buyer against the seller, under such a contract to recover damages for nondelivery of the merchandise, the petition need not allege that the plaintiff furnished cars ready to receive the goods.—*Hurst v. Altamont Mfg. Co.* Supreme Court of Kansas. 85 Pac. 551.

Refusal—Resale—Damages.—Where, upon the refusal of the buyer of goods to accept the same when delivery was tendered, the seller sold the goods, he could not recover from the buyer the difference between the contract price and the amount for which the goods were sold without either showing the amount obtained for the goods was their market value, or that the sale was fairly made, and for the best price reasonably obtainable.—*Woldert Grocery Co. v. Boonville Elevator Co.* Court of Civil Appeals of Texas. 94 S. W. 108.

Surety Bond Void.—Where a surety before issuing a bond indemnifying an employer against loss through embezzlement or larceny by the employee required a statement from the employer as to when the employer's accounts were last examined, whether they were correct, whether there was any shortage and whether the employee was indebted to the employer at the time, answers to these questions were material to the risk and false answers rendered the bond void.—*American Bonding & Trust Co. v. Burke.* Supreme Court of Colorado. 85 Pac. 692.

Elevator Employee Not Trespasser on Right-of-Way.—A person while upon premises occupied and controlled by an elevator company, with its consent and for the purpose of transacting business with it, is not a trespasser as to a railroad company which owns the land upon which the elevator building stands. When a railway company negligently inflicts injuries upon a person situated as above stated, while such person is exercising ordinary care, it cannot avoid liability therefor on the plea of contributory negligence.—*Missouri, K. & T. Ry. Co. v. Taylor.* Supreme Court of Kansas. 85 Pac. 528.

Duty to Limit Damages.—Where a railroad company refuses to switch cars on to the private track of a miller, but puts

them on the public track, the miller, even if the act of the company is wrongful, may not make no effort to move the contents of the cars to his mill and the produce of his mill to the cars, and claim loss of profits and rent of the mill as damages, but must use reasonable efforts to limit the effect of the act, by moving the articles to and from the mill and the cars on the public track.—*Mystic Milling Co. v. C. M. & St. P. Ry. Co.* Supreme Court of Iowa. 107 N. W. 943.

Liability of Telegram Co.—Where a telegraph company was guilty of negligence in delivering a message from plaintiffs to their agent with reference to the price he should pay for rice, it was no defense to the telegram company's liability that the telegram was a mere advisory or cautionary message, and was not a command; it appearing that the agent would have acted thereon and prevented the loss which occurred if he had received it.—*Western Union Tel. Co. v. Houston Rice Mill Co.* Court of Civil Appeals of Texas. 93 S. W. 1084.

Gratuity Fund.—Where the family of a member of the New York Produce Exchange assigned their interest in the gratuity fund established by the exchange to secure his pre-existing personal indebtedness and any sums which the assignee, during the lifetime of the member, should pay on the certificate for dues and assessments, and they were paid by such assignee, while the assignment was ineffectual as security for the pre-existing indebtedness, it was valid as to dues and assessments thereafter advanced.—*Holmes v. Seaman.* Court of Appeals of New York. 77 N. E. 724.

Bank Responsible for Collection of Draft.—A depositor's pass book contained a notice reciting that all items received by the bank for collection were taken at the depositor's risk, and that the bank would assume no responsibility for default of its correspondents. The depositor and the bank entered into an agreement, whereby the bank, for a compensation of 10 cents on each \$100, agreed to collect the depositor's drafts. Held, that the bank was responsible for the default of its correspondents in making collections, notwithstanding the notice in the pass book.—*Landa v. Traders Bank of Kansas City.* Kansas City Court of Appeals. 94 S. W. 770.

Mortgage of Crop.—The removal of a crop from the land on which it was grown is not tortious as to a mortgagee of the crop where the removal is by virtue of a sale of the crop by the landlord of the mortgagor pursuant to a provision of the lease between the landlord and tenant giving the landlord the exclusive right to sell the crop, which was also made a part of the crop mortgage, and the removal did not fall within the exception to Civ. Code, Sec. 2972, that the lien of a crop mortgage is not lost by a tortious removal of the crop, irrespective of the question of notice of the mortgage.—*Gates v. Quong.* Court of Appeal, Third District of California. 85 Pac. 662.

Measure of Damages for Delay by Telegram Co.—Plaintiff sent a telegram to its agent, advising him not to pay more than \$3 per barrel for No. 1 rice on the succeeding day; he having been paying \$3.25 on the previous day. By reason of delay in delivery of the message, plaintiff continued to pay \$3.25 on the next day, and, as he was the only buyer paying that price on that day, no rice other than that sold to him was sold on that day in that market. Held, that plaintiff was entitled to recover from the telegraph company a sum equal to 25 cents per barrel on the rice purchased after the message should have been delivered in the exercise of reasonable care.—*Western Union Tel. Co. v. Houston Rice Mill Co.* Court of Civil Appeals of Texas. 93 S. W. 1084.

Time Limit of Landlord's Lien.—A subtenant was a cropper, and had not entered on the land after September, 1903. He sold a crop produced to a third person. The landlord, on the rent not being paid,

sued the third person for the value of the crop. The action was commenced in August, 1904, more than a year after the subtenant's rent became due, but within a year from the time the rent of the tenant should have been paid, and within six months of the termination of the lease. Held, that the action was begun in time under Code, § 2992, giving a landlord a lien for rent for one year after a year's rent, but not continued more than six months after the expiration of the term.—Beck v. Minnesota & Western Grain Co. Supreme Court of Iowa. 107 N. W. 1032.

Carrier's Liability.—Where a B/L limited the carrier's liability to its own line, and required delivery to another carrier on the route to destination, if the destination was not on the initial carrier's own line, such carrier's duty might be discharged by delivery to the connecting car-

rier designated in the bill, or, if none be designated and there were several, by a delivery to a proper connecting carrier on the route "in the usual and customary way."—Southern Ry. Co. v. Goldstein Bros. Supreme Court of Alabama. 41 South. 173.

Application for Cars.—Where, in an action against a carrier for failure to furnish cars, the evidence showed usage recognized by the carrier of notifying its conductors to furnish cars when goods were ready to be shipped, and that plaintiff had notified the conductors to furnish cars, and had also notified a commercial freight agent to furnish cars, an instruction that unless plaintiff notified the carrier's superintendent that goods were ready for shipment there could be no recovery was properly refused.—Hoffman Heading & Stave Co. v. St. Louis, I. M. & S. Ry. Co. St. Louis Court of Appeals, Missouri. 94 S. W. 597.

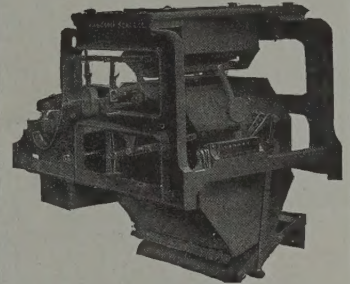
You Can Tell Your Own Fortune
if you have

Richardson Automatic Scales

for they bring PROSPERITY
with them

Save Labor and Material

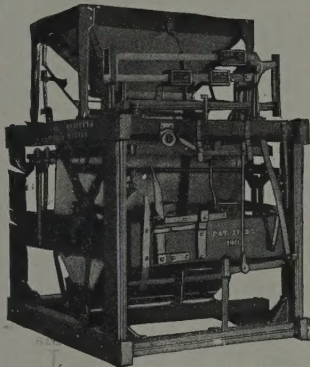
Send for PROOF!



Think how this would look
at the head of your mill.
It WORKS better than
it looks.

Richardson Scale Company

13-21 Park Row, NEW YORK
122 Monroe Street, CHICAGO
311 Hennen Bldg., NEW ORLEANS



THE McLEOD is a perfect scale,
and is sold on a positive guaran-
tee to weigh absolutely correct. It
will weigh a full, or part of a draft.
It is the most durable scale that is
made. It will last a lifetime, and is
guaranteed for five years.

Price is Reasonable
Sold on Approval
Write for Particulars

McLeod Automatic Scale Co.

PERU, ILL.

Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }
We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlin, at Bowlinville, Ohio.
The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
Justice of the Peace for S. B. Payne & Son, O.
J. L. Bowlin
Signed and sworn to before me this 16th day of June, 1906
M. M. Rock Justice of the Peace
in and for Champaign Co., O.

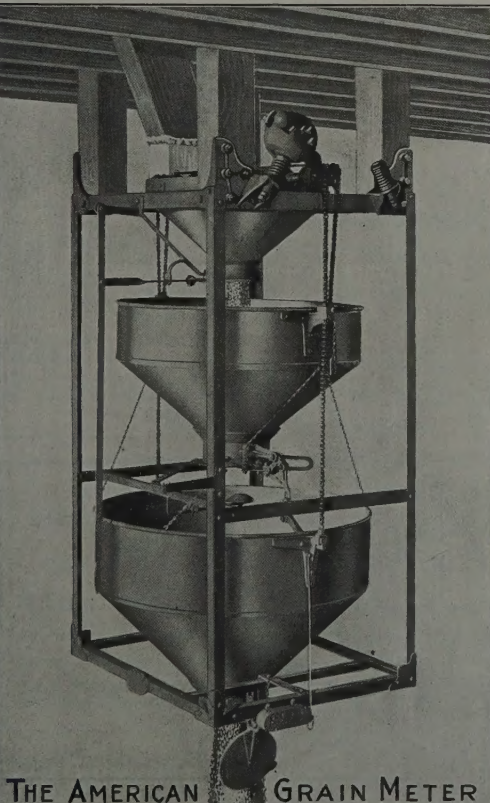
AMERICAN GRAIN METER { ACCURATE RELIABLE PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
The Howe Scale Co. of Illinois, Cleveland, Ohio
J. R. Detweiler, . . . Chicago
Robert Craig, . . . Minneapolis
Wm. Robinson, . . . Des Moines



THE AMERICAN GRAIN METER

Patents Granted

Gas Engine. No. 827,759. Harry J. Smith, Buffalo, N. Y.

Pea Grader. No. 827,909. John H. Empson, Longmont, Colo.

Igniter for Explosive Engines. No. 827,904. John Boyle, Peabody, Mass.

Internal Combustion Engine. No. 828,352. Gustav Trinkler, Linden, Germany.

Process for Treating Flax and Hemp Straw. No. 828,813. Chas. Colahan, Chicago, Ill.

Reverser for Internal Combustion En-

gines. No. 828,064. John W. Slater, Slatersville, R. I.

gines. No. 828,064. John W. Slater, Slatersville, R. I.

Method of Raising Forms for Building Concrete Tanks. No. 828,076. Francis E. Van Sant, Topeka, Kan.

Gas Engine. No. 827,810. Peter Mohrdieck, San Francisco, Cal., assignor to Standard Gas Engine Co., San Francisco.

Cylinder Cooling Device for Gasoline Engines. No. 828,867. Henry Stoltenberg, Davenport, Ia., assignor to White Lily Washer Co., Davenport.

Weighing Machine. No. 828,246. (see cut) Henry Richardson, New York, N. Y. The bucket is supported by an auxiliary beam, in turn supported by the main beam. Connected with the auxiliary beam are means for indicating fractions of a load. A screw locks the auxiliary beam against motion at will.

Drive for Conveyors. No. 828,341. (see cut) Thos. Robins, Jr., and Edgar E. Hersh, New York, N. Y., assignors to Robins Conveying Belt Co., New York. The conveyor belt runs over two drive pulleys, one having greater peripheral speed than the other, and being of larger diameter. The upper run of the belt is kept taut by a variable take-up.

Corn Elevator. No. 828,239. (see cut) Aug. Otto, Jr., Sandwich, Ill. A truck having front and rear carrying wheels

supports a folding conveyor housing on one axle. The housing is made in sections hinged together, adjacent hinges flexing in opposite directions. A traveling apron at the foot of the conveyor delivers the corn to the belt in the housing.

Indicating and Warning Attachment for Grain Bins. No. 828,655. (see cut) David H. Houston, Hunter, N. D., Annie L. Houston, administratrix of D. H. Houston, deceased. On the side of the bin near the top is a hinged wing actuated by the pressure of the grain which brings together the contact points that close an electric circuit, ringing an electric alarm bell.

Car Door Seal. No. 828,729. (see cut)

Louis S. Flatau, St. Louis, Mo., assignor of one-half to Gustave A. Tempel, St. Louis, Mo. The seal comprises a hollow body constituted of sections with a subdividing partition between, a strap folded

consists of a fastening link made from wire in nearly regular form, a rivet, the shank of which passes thru the link to secure the tie to the bag, two links of nearly the same form, one connected with each end of the fastening link, the latter links being each formed of a length of wire having its ends curled outward and its center bellied upward, a link having the shape of an isosceles triangle provided with a circular enlargement at its apex, and a buckling link of nearly regular form.

Grain Treating Apparatus. No. 828,531. (see cut) Harry J. Caldwell and James R. Barr, Earl Park, Ind. This apparatus is designed to cool the fumes and to spray fumes-impregnated water into the grain-treating stack. A water chamber supplied with water from a tank above has the water level regulated by a float so that the fumes from the generator must pass thru water and be cooled, at the same time impregnating the water with fumes. The fumes-impregnated water is pumped from the bottom of the chamber to the nozzle of the fume pipe, where it is sprayed by a steam jet into the treating stack. The moistened fumes purify the grain flowing down the deflecting plates in the stack.

American crop and harvest reports are favorable, but the crop outlook in Europe has deteriorated.—*Corn Trade News*, Liverpool.

A deodorizer to destroy the smell of drying grain is sought by the Toledo Salvage Co., of Toledo, O. The company hopes to do away with the alleged nuisance.

Portugal recently authorized the importation of 200 tons of wheat into Madeira, paying a duty of \$20 per ton. The wheat will be purchased by local dealers in Funchal.

Philippine officials say the islands eventually will have rice for export. Importations of rice to the Philippines decreased 61,072,411 pounds during the fiscal year ending June 30.

A clause which is being inserted in many insurance policies on grain shipped from south Russian ports reads: "Warranted no risks of riots and civil commotion till waterborne."

The commission composed of John W. Yerkes, R. R. Hitt, Jr., and C. A. Cramp-ton, of the U. S. Internal Revenue arrived at Berlin July 24 to study the denaturalization of free alcohol.

No heed shud be given to rumors that the Russian government has prohibited grain exports. The government will wait until crop prospects become definite before issuing a prohibitory ukase.

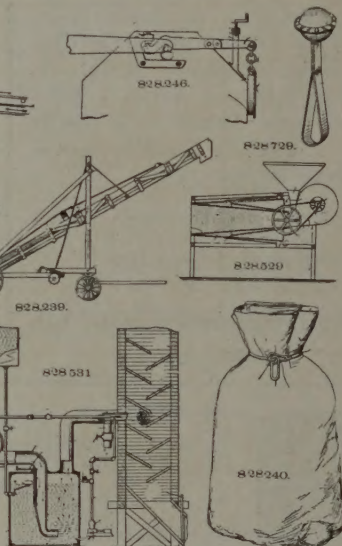
Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$6,450,000
Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.



upon itself having its end portions equipped each with a single oppositely deflected lug standing back to back, both the ends being inserted in the same slot.

Rotary Grain Separator. No. 828,529. (see cut) Wm. A. Brewster, Edmonton, Canada. The revoluble screen or drum is composed of 2 inner conical members of unequal lengths and tapering in the same direction, and 2 outer conical members also of unequal lengths and tapering in an opposite direction to the taper of both inner members. A spider connects all the members at one end of the drum. The grain is fed from the hopper into one of the longer members, into which a blast of air is directed.

Conveyor. No. 828,296. (see cut) Clarence K. Baldwin, New York, N. Y., assignor to the Robins Conveying Belt Co. The conveyor belt runs in a frame pivoted on a support, the mechanism driving the belt being independent of the pivotal connections between the conveyor frame and the support. Above the conveyor frame are means for supporting its free end. An idle pulley is arranged to contact thruout its surface with the upper and conveying length of the belt adjacent to the pulley to which power is imparted to drive the belt.

Grain Sack Tie. No. 828,240. (see cut) Walter T. Oxley, Doran, Minn. The tie

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets \$1,800,000
Losses paid..... 1,500,000
Net cash assets..... 328,000

Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,642.00
Face value of notes..... 1,328,540.52
CASH ASSETS..... 273,728.37

For full particulars address

D. R. SPARKS, Pres. A. R. McKINNEY, Sec.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - - \$4,341,881.00
Net Cash Surplus, - 759,569.00

SHORT TERM INSURANCE

on grain is placed by the



to more advantage and less cost than by local agents

In particular there is an advantage in our **"Open Mutual Policy."** This covers insurance for any amount and any length of time with cancellation of part or all when necessary, at lower cost than cash policies.

For particulars, address, C. A. McCOTTER, Secretary

YOUR COST FOR INSURANCE

on grain elevators and contents if written with the **Elevator Underwriters** will be the lowest you have ever obtained.

A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

U. S. Epperson

Attorney and Manager

407-408-409 KEMPER BLDG.

KANSAS CITY, MO.

Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each. In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs. Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick returns.

A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

Safest

and

Most

Economical



TRADE MARK

For 15
Years
the
Standard
of all
Transmis-
sion Rope.

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebue" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission Made only by

**H. Channon Company.
Chicago.**

WEBSTER MACHINERY

**FOR GRAIN ELEVATORS
AND FLOUR MILLS**

We Manufacture the Latest

**GRAIN HANDLING AND POWER
TRANSMITTING MACHINERY**

IT WILL COST YOU ONLY A
LETTER TO GET OUR PRO-
POSITION FOR SOLVING
YOUR HANDLING PROBLEM.

WEBSTER M'F'G CO.
1075-1111 West 15th Street, CHICAGO

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

**H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.**

SITUATION WANTED

As manager of country grain
elevator by responsible man
of experience.

See "Situations Wanted" columns of

GRAIN DEALERS JOURNAL, CHICAGO

MODERN GRAIN ELEVATOR MACHINERY

Shafting,
Pulleys,
Sheaves,
Sprockets,
Jaw
Clutches
Friction
Clutches.



Gears,
Hangers,
Bearings,
Belting,
Car Pullers,
Power
Shovels,
Rope Drive.



Weller Mfg. Co.
CHICAGO, ILL.

Send for our 440-page Catalog 18-A.